INITIAL STUDY/DRAFT MITIGATED NEGATIVE DECLARATION

STAY OPEN
San Diego Hotel Project and Port Master Plan Amendment

PREPARED FOR:
San Diego Unified Port District
3165 Pacific Highway, San Diego, CA 92101

AUGUST 2021

STAY OPEN San Diego Hotel Project and Port Master Plan Amendment

Initial Study/Draft Mitigated Negative Declaration

PREPARED FOR:

San Diego Unified Port District
3165 Pacific Highway, San Diego, CA 92101

Contact:
Anna Buzaitis, Program Manager
Planning and Green Port
619.686.7263

PREPARED BY:

Ascent Environmental, Inc.
1230 Columbia Street, Suite 440
San Diego, California 92101

Contact:
Andrew Martin
619.417.4218

AUGUST 2021

TABLE OF CONTENTS

Section		Page
LIST OF ABBREVIATIONS		III
EXECUTIVE SUMMARY		1
	Project Description	1
	Findings	2
1	INTRODUCTION	1-1
	1.1 Purpose of this Document	1-1
	1.2 Document Organization	1-1
	1.3 Mitigation Monitoring and Reporting Program	1-2
2	PROJECT DESCRIPTION	2-1
	2.1 Project Overview	2-1
	2.2 Project Background and Need	2-1
	2.3 Project Site and Location	2-1
	2.4 Project Objectives	2-5
	2.5 Project Components	2-5
	2.6 Port Master Plan Amendment	2-25
	2.7 Potential Permits and Approvals Required	2-26
3	ENVIRONMENTAL CHECKLIST	3-1
	3.1 Aesthetics	3-5
	3.2 Agriculture and Forest Resources	3-8
	3.3 Air Quality	3-10
	3.4 Biological Resources	3-20
	3.5 Cultural Resources	3-26
	3.6 Energy	3-29
	3.7 Geology and Soils	3-33
	3.8 Greenhouse Gas Emissions	3-40
	3.9 Hazards and Hazardous Materials	3-44
	3.10 Hydrology and Water Quality	3-51
	3.11 Land Use and Planning	3-57
	3.12 Mineral Resources	3-59
	3.13 Noise	3-60
	3.14 Population and Housing	3-68
	3.15 Public Services	3-69
	3.16 Recreation	3-72
	3.17 Transportation	3-74
	3.18 Tribal Cultural Resources	3-80
	3.19 Utilities and Service Systems	3-82
	3.20 Wildfire	3-88
	3.21 Mandatory Findings of Significance	3-90
4	REFERENCES	4-1
5	REPORT PREPARERS	5-1

Appendices

Appendix A: Port Master Plan Amendment
Appendix B: Air Quality, Greenhouse Gas, and Energy Supporting Documentation
Appendix C: Special Status Species List
Appendix D: Historic Resources Evaluation Report
Appendix E: GPI Letter Report and Geotechnical Report
Appendix F: Noise Supporting Documentation
Appendix G: Transportation Impact Study
Appendix H: Parking Analysis Technical Memorandum
Appendix I: Wastewater and Water Calculations

Figures

Figure 2-1 Regional Location....2-2
Figure 2-2 Project Location....2-3
Figure 2-3 Project Site Plan....2-6
Figure 2-4 Floor Plan, Level 1....2-7
Figure 2-5 Floor Plan, Level 2....2-9
Figure 2-6 Roof Plan....2-11
Figure 2-7 Access, Parking, Landscaping, and Storm Water Treatment....2-13
Figure 2-8 North and West Building Elevations....2-17
Figure 2-9 South Building Elevation....2-19
Figure 2-10 Construction Site Plan....2-23

Tables

Table 2-1 Proposed Reuse of the Existing Annex Building....2-5
Table 2-2 Proposed Hotel Accommodation Types....2-15
Table 2-3 Common Area Capacities....2-15
Table 2-4 Vehicle and Motorcycle Parking....2-16
Table 2-5 Designated Space for Shared Transportation Services....2-16
Table 2-6 Construction Equipment....2-21
Table 3.3-1 Sources and Health Effects of Criteria Air Pollutants....3-11
Table 3.3-2 Ambient Air Quality Standards and Current SDAB Attainment Status....3-12
Table 3.3-3 San Diego Air Pollution Control District Pollutant Trigger Levels....3-14
Table 3.3-4 Maximum Daily Construction Emissions of Criteria Air Pollutants and Precursors....3-16
Table 3.3-5 Operational Emissions of Criteria Air Pollutants and Precursors (2025)....3-17
Table 3.6-1 Annual Construction and Operational (2025) Energy Consumption....3-31
Table 3.8-1 Estimated Construction and Operational GHG Emissions....3-42
Table 3.9-1 Hazardous Materials Sites....3-45
Table 3.13-1 Summary of Modeled Existing Traffic Noise Levels....3-61
Table 3.13-2 Ground-Borne Vibration Impact Criteria for General Assessment....3-62
Table 3.13-3 Caltrans Recommendations Regarding Levels of Vibration Exposure....3-63
Table 3.13-4 City of San Diego Noise Abatement and Control Ordinance Limits....3-64
Table 3.17-1 Project Parking Demand - Unadjusted....3-79
Table 3.19-1 City of San Diego Projected Water Demand and Supply in a Normal Year....3-83
Table 3.19-2 City of San Diego Projected Water Demand and Supply in a Single Dry Year....3-83
Table 3.19-3 City of San Diego Water Demand in a Multiple Dry Year, Year 5....3-83
Table 3.21-1 Cumulative Projects....3-91

LIST OF ABBREVIATIONS

AB	Assembly Bill
ACC	Advanced Clean Cars
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
AMSL	above mean sea level
Annex Building	San Diego Unified Port District Annex Building
AQIA	Air Quality Impact Analysis
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMP	best management practices
BPC	Board of Port Commissioners
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFÉ	corporate average fuel economy
CalEEMod	California Emissions Estimator Model
California Energy Code	California Title 24, Part 6, Building Energy Efficiency Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CH_4	methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
COC	Chemical of concern
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CWA	Clean Water Act
dB	decibel
diesel PM	particulate matter contained in diesel exhaust

District	San Diego Unified Port District
dn/D	Ratio of Depth of Flow Pipe Diameter
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
FAA	Federal Aviation Administration
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
gpm	gallons per minute
GWP	global warming potential
HU	hydrologic unit
I-5	Interstate 5
in/sec	inches per second
IS/Draft MND	Initial Study/Draft Mitigated Negative Declaration
JRMP	Jurisdictional Runoff Management Program
L_{dn}	day-night average sound level
L_{eq}	Equivalent Continuous Sound Level
L_{max}	maximum noise level
LOS	level of service
LUST	leaking underground storage tank
MAS	make up air systems
MEP	mechanical, electrical, and plumbing
mgd	million gallons per day
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MOA	Memorandum of Agreement
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	City of San Diego Multiple Species Conservation Program

MT	metric ton
$MTCO_2e$	metric tons of carbon dioxide equivalent
MTS	Metropolitan Transit System
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NASNI	Naval Air Station North Island
NCTD	North County Transit District
NDPES	National Pollutant Discharge Elimination System
NHTSA	National Highway Traffic and Safety Administration
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
NRHP	National Register of Historic Places
OPR	Governor's Office of Planning and Research
PCB	polychlorinated biphenyl
PLWTP	Point Loma Wastewater Treatment Plant
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns in diameter
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns in diameter
PMP	Port Master Plan
PMPA	Port Master Plan Amendment
PPV	peak particle velocity
PRC	Public Resources Code
Project	STAY OPEN branded, shared accommodations hotel
PV	photovoltaic
RCRA	Resource Conservation and Recovery Act
RMS	root-mean-square
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas and Electric Company
SDGE	San Diego Gas & Electric
SDIA	San Diego International Airport

SDPD	City of San Diego Police Department
SGMA	Sustainable Groundwater Management Act
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	sulfur dioxide
SPL	sound pressure level
STAY OPEN	STAY OPEN San Diego, LLC
SWPPP	storm water pollution prevention plan
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
Technical Advisory	*Technical Advisory on Evaluating Transportation Impacts in CEQA*
TERP	Terminal Procedures
TIS	*Transportation Impact Study Vehicle Miles Traveled – SB 743 Analysis for the STAY OPEN San Diego Project*
TS	Threshold Siting Surface
TUOP	Tidelands Use and Occupancy Permit
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

The San Diego Unified Port District (District), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Initial Study/Draft Mitigated Negative Declaration (IS/Draft MND) to evaluate potential environmental effects of the STAY OPEN San Diego Hotel Project and Port Master Plan Amendment (Project, project, or Proposed Project). The Proposed Project includes redevelopment of the southern half of the existing District Annex Building (Annex Building) and part of the adjacent parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel. The Project proponent is STAY OPEN San Diego, LLC. Chapter 2, "Project Description," presents the detailed project information. The Project site is located within Planning District 2, Harbor Island/Lindbergh Field, of the District's certified Port Master Plan (PMP).

This document has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.), and the District's Guidelines for Compliance with the California Environmental Quality Act (Resolution 97-191) (District 1997). Specifically, this document meets the requirements of CEQA Guidelines Sections 15070 and 15071 and District CEQA Guidelines Section V., and the environmental checklist (Chapter 3) meets the requirements of CEQA Guidelines Section 15063 and District CEQA Guidelines Section IV. An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

PROJECT DESCRIPTION

STAY OPEN San Diego, LLC proposes to develop the southern half of the existing San Diego Unified Port District Annex Building and part of the adjacent parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded hotel. The Project includes a two-story, approximately 31,000 square-foot STAY OPEN hotel and approximately 49,000 square-foot landscaped parking area.

The Project includes the following components: (1) hotel accommodations for a maximum of 294 overnight guests including POD rooms with 226 beds and 17 private rooms; (2) common areas including an atrium, lobby indoor/outdoor bar and café (maximum 286 seats), and rooftop restaurant and bar (maximum 179 seats); (3) vehicle parking (85 spaces) and motorcycle parking (6 spaces) including limited parking for restaurant patrons and overnight parking for hotel guests and dedicated space for shared transportation vehicles (scooters and bicycles); (4) approximately 11,000 square feet of landscaped and pervious surface area in the parking lot, which represents an increase of approximately 9,000 square feet more than the existing, approximately 2,000 square feet on the project site; (5) an approximately 5,000 square foot storm water treatment basin, and (6) a PMPA to allow for accommodations and associated amenities, including a restaurant, on the Project site; the PMPA would change the land use designation of the Project site from "Aviation Related Industrial" to "Commercial Recreation." The Project proponent, STAY OPEN San Diego, LLC, also seek issuance of a lease from the District for construction, operation, and maintenance of the Project.

FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the project.

Based on the issues evaluated in that chapter, it was determined that the project would have either no impact or a less-than-significant impact related to the following issue areas: aesthetics, agriculture and forest resources; air quality; energy; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation; tribal cultural resources; utilities and service systems; and wildfire. Potentially significant impacts were identified for Biological Resources, Cultural Resources, and Geology and Soils; however, mitigation measures included in the IS/Draft MND would reduce the impacts to less-than-significant levels.

1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

As described in the Initial Study (Chapter 3), the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/Draft MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

The District is the public agency with primary responsibility over approval of the Project and the lead agency under CEQA. The purpose of this document is to present to decision-makers and the public information about the environmental consequences of the Project. This IS/Draft MND is available to the public for review and comment for a 30-day public review period from August 17, 2021 to September 17, 2021.

Supporting documentation referenced in this document is available for review at:

San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Comments should be addressed to:

Anna Buzaitis, Program Manager
Planning Department
3165 Pacific Highway
San Diego, CA 92101

E-mail comments may be addressed to: abuzaiti@portofsandiego.org

Written comments (including via e-mail) should be postmarked by September 17, 2021.

After comments are received from the public and reviewing agencies, the District may (1) adopt the MND and approve the project; (2) undertake additional environmental studies; or (3) abandon the project.

1.2 DOCUMENT ORGANIZATION

This IS/Draft MND is organized as follows:

Chapter 1: Introduction. This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document as well as presents a summary of findings.

Chapter 2: Project Description and Background. This chapter describes the purpose of and need for the Project, identifies Project objectives, and provides a detailed description of the Project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if the Project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, none of the impacts were determined to be significant after implementation of mitigation measures.

Chapter 4: References. This chapter lists the references used in preparation of this IS/Draft MND.

Chapter 5: List of Preparers. This chapter identifies report preparers.

1.3 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure(s)	Responsible Party	Mitigation Timing
Biological Resources		
BIO-1: Avoid Direct Loss and Disturbance of Nesting Protected Birds For Project construction activities, including tree or vegetation removal, that begin between February 1 and September 15, a qualified biologist shall conduct preconstruction surveys to identify active bird nests on and within 50 feet of the Project site. The surveys shall be conducted no more than 14 days before construction commences. If no active nests are found during focused surveys, no further action under this measure shall be required. If nests are identified during the preconstruction surveys, impacts to nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction surveys. Buffer distances shall be established by a qualified biologist using available protocols published by State or federal agencies with jurisdiction over the observed species, or if no protocols are available, then based on the professional judgment and discretion of the qualified biologist. Project activity shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist.	**Implementation:** Project proponent **Monitoring and Reporting:** Qualified biologist approved by the District **Verification:** District	Prior to construction activities beginning between February 1 and September 15
Cultural Resources		
CUL-1: Unanticipated Discoveries of Archaeological Resources Before initiation of ground disturbance, the project applicant shall design and implement a Worker Awareness Training Pamphlet that shall be provided to all construction personnel and supervisors who will have the potential to encounter cultural resources. The pamphlet shall describe, at a minimum: ▶ types of cultural resources expected in the project area; ▶ types of evidence that indicate cultural resources might be present (e.g., trash scatters; historic-era bottles); ▶ what to do if a worker encounters a possible resource; ▶ what to do if a worker encounters bones or possible bones; and ▶ penalties for removing or intentionally disturbing cultural resources, such as those identified in the Archeological Resources Protection Act. In the event that a historic-period archaeological site (such as concentrated deposits of bottles or bricks, amethyst glass, or other historic refuse), is uncovered during grading or other construction activities, all ground-disturbing activity within 50 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The District will be notified of the potential find and a qualified archaeologist shall be retained to investigate its significance. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable	**Implementation:** Project proponent **Monitoring and Reporting:** Project proponent, qualified archaeologist approved by the District **Verification:** District	Prior to and during ground disturbance

Mitigation Measure(s)	Responsible Party	Mitigation Timing
CRHR regulatory criteria. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), avoidance of the resource is the preferred treatment. If avoidance of the significant resource is not possible, the archaeologist shall work with the District to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. If necessary, the data recovery plan will include a research design that will be developed, based on the type and nature of the significant resource, to answer scientific questions about our past that is in the public interest. The data recovery plan will also be performed in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeology If artifacts are recovered from significant historic archaeological resources, they shall be housed at a qualified curation facility. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, and analyzes and interprets the results.		
Geology and Soils		
GEO-1: Compliance with Recommendations of the Geotechnical Study **Seismic Considerations** ▶ A Site Class D is recommended for the site in accordance with the 2019 California Building Code. ▶ During a design earthquake, liquefaction induced settlement may occur in the western portion of the building extending to near the center of the building. Liquefaction induced settlements are estimated to be 1-inch or less. ▶ Differential settlement due to liquefaction across 40 feet could be on the order of ½ inch within the building. **Earthwork** ▶ Removal/replacement of existing undocumented soils is recommended for new foundations. ▶ New footings along the eastern building wall may be extended into competent, natural formational material. ▶ Excavations and shoring systems should meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards. ▶ Subgrade soils should be scarified to a depth of 8 inches, moisture-conditioned, and compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557. ▶ Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557. ▶ Fills consisting of the on-site or imported sandy soils should be placed at a moisture content over the optimum moisture content. ▶ Moisture should be maintained in fill prior to placing new fill or at the subgrade surfaces or additional processing may be required. ▶ Imported fill material should be predominately granular and non-expansive. ▶ The on-site inert demolition debris when crushed to the consistency of aggregate base may be reused in the compacted fills provided approval is provided by the reviewing regulatory agency and the owner. ▶ A representative of the Geotechnical Engineer should observe excavations, subgrade preparation, and fill placement activities.	**Implementation:** Project proponent **Monitoring and Reporting:** Project proponent **Verification:** District	During project design and construction

Mitigation Measure(s)	Responsible Party	Mitigation Timing
▶ Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils. ▶ Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of any additional fill. **Pile Foundations** ▶ Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall. ▶ The pile foundations will mitigate against the potentially liquefiable soils at the site. ▶ Additional piles, if required, are recommended to be extended into the dense to very dense sandstone. ▶ Foundation contractor should be prepared for a range of drilling conditions, including shallow groundwater and caving soils. ▶ A representative of the Geotechnical Engineer should continuously observe the installation of the piles at the site. ▶ The final pile design for additional piles to retrofit the existing foundations should be reviewed by the Geotechnical Engineer. **Shallow Foundations** ▶ Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings. ▶ Continuous footings or isolated column footings for structures should be supported on engineered fill or competent formational material. ▶ Soil resistance to lateral loads may use a combination of frictional resistance between the bottom of footings and underlying soils or aggregate base material and by passive soil pressures acting against the embedded sides of the footings without a reduction. ▶ A representative of the Geotechnical Engineer should observe and approve all footing excavations prior to placement of concrete and steel. ▶ Foundation concrete should conform to the requirements for negligible sulfate exposure for soil (Category S0) as outlined in ACI 318, Section 4.3. **Floor Slabs** ▶ Repairs to the existing slab-on-grade floors, if required, should be supported on properly compacted, sandy non-expansive soils. ▶ A structurally reinforced floor slab will be required if the risk of liquefaction settlement to cause distress to the existing slab-on-grade floor in the center and eastern portion of the building is not acceptable. ▶ A moisture vapor retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.). **Retaining Walls** ▶ Non-expansive, imported or on-site, granular soils is recommended to be used as wall backfill. ▶ Active earth pressures can be used for designing walls that can yield at least 1 inch laterally in 10 feet of wall height under the imposed loads. ▶ At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding.		

Mitigation Measure(s)	Responsible Party	Mitigation Timing
▶ An additional lateral earth pressure should be added to the above active pressures for walls greater than 6 feet high to account for seismic loads. ▶ Walls subject to surcharge loads should be designed for an additional uniform lateral pressure based on the anticipated surcharge pressure. ▶ Wall backfill should be well-drained to relieve possible hydrostatic pressure or designed to withstand these pressures. Storm Water Infiltration and Drainage ▶ Surface infiltration of storm water is not recommended at the site since the soils above the hard silts and clays consist of existing fills and potentially liquefiable soils. ▶ Positive surface gradients should be provided adjacent to structures so as to direct surface water run-off and roof drainage away from foundations and slabs ▶ Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings. Flatwork and Pavements ▶ Exterior concrete and masonry flatwork should be supported on non-expansive, compacted fill. ▶ The use of the clayey soils within 2 feet of the flatwork subgrade should not be permitted unless differential heave is tolerable. ▶ Modifications of the parking lot may be consist of a pavement section of asphalt concrete over of aggregate base or portland cement concrete (PCC) over compacted subgrade. ▶ Aggregate base should conform to the requirements of California Department of Transportation Standard Specifications or the Standard Specifications for Public Works Construction (Green Book) for untreated base materials. ▶ The design of paved areas should incorporate measures to prevent moisture build-up within the base course which can otherwise lead to premature pavement failure.		

This page intentionally left blank.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

STAY OPEN San Diego, LLC (STAY OPEN), as the Project proponent, proposes to develop the southern half of the existing San Diego Unified Port District (District) Annex Building (Annex Building) and part of the adjacent parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel (Project). The Project includes a two-story, approximately 31,000 square foot hotel and approximately 49,000 square foot landscaped parking area that would include the following components:

- Lower cost overnight accommodations in the form of PODs (individual, securable sleeping compartments with beds within shared rooms) and shared bathroom facilities.
- Private rooms with and without bathrooms.
- A lobby indoor/outdoor bar and café with tables and benches.
- A rooftop restaurant and bar with tables and benches.
- Parking stalls for hotel and restaurant guests, overnight campervan rentals, and designated parking for shared transportation vehicles including scooters and bicycles.

These and other components of construction and operation of the Project are described in more detail in this chapter. The project also includes a Port Master Plan Amendment (PMPA) to allow for the commercial use, including accommodations, restaurant, and associated amenities, on the Project site. The PMPA is discussed later in this chapter, as well as Project background and need, Project site and location, Project objectives, and potential permits and approvals required for the Project.

2.2 PROJECT BACKGROUND AND NEED

The Board of Port Commissioners' (BPC) BPC Policy No. 775 establishes the goal of providing "lower cost visitor and recreational facilities to enhance the public's enjoyment of the San Diego Bay" (San Diego Unified Port District 2016). In addition, the District holds funds available for the provision of lower cost overnight accommodations on District tidelands in the City of San Diego. Most of these funds were secured through the Lane Field Hotels Development mitigation fees [for lower cost overnight accommodations] per the Lane Field Hotels Coastal Development Permit (CDP) and associated 2014 Memorandum of Agreement (MOA) between the District and the California Coastal Commission. Since the time BPC Policy No. 775 was approved, District staff completed an inventory of lower cost visitor and recreational facilities located within the District. Through the inventory, the District determined that a lower cost overnight visitor accommodations facility could be established in the Airport Related Commercial Subarea of Planning District 2.

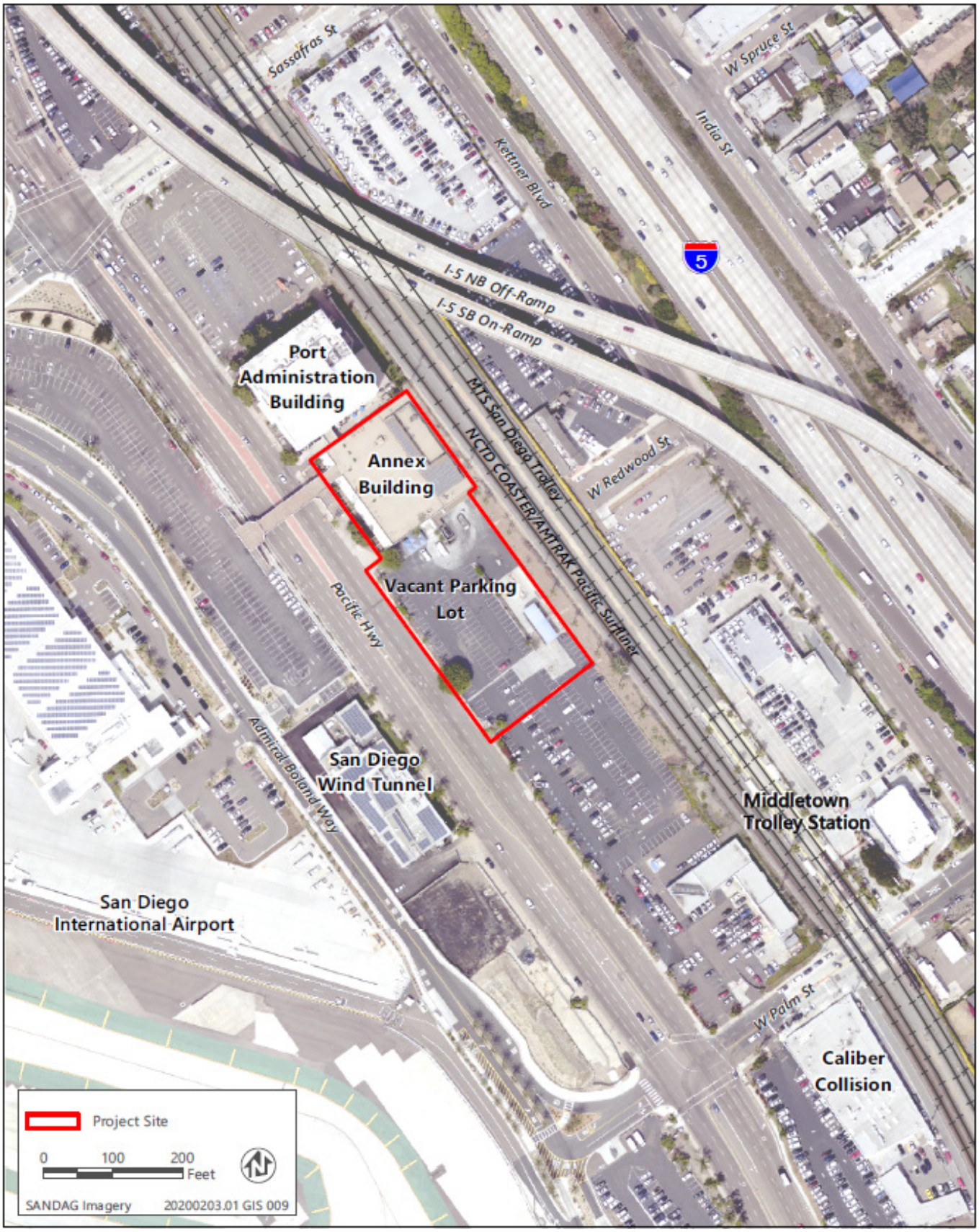
District staff issued a Request for Proposals for the development and operation of lower cost accommodations on January 22, 2019, and the BPC selected STAY OPEN's development proposal at its May 4, 2019 meeting. Following a due diligence period, the BPC directed District staff in August 2020 to further study the Project and commence the necessary review under the California Environmental Quality Act (CEQA).

2.3 PROJECT SITE AND LOCATION

The Project site is located on Pacific Highway south of the District Administration Building in the City of San Diego. The regional location is shown on Figure 2-1 (Regional Location). The Project location is shown on Figure 2-2.

Source: Adapted by Ascent Environmental in 2021

Figure 2-1 Regional Location



Source: Adapted by Ascent Environmental in 2021

Figure 2-2 Project Location

The Project site is located within Planning Subarea 29 (Airport Related Commercial) in Planning District 2 (Harbor Island/Lindbergh Field) of the certified Port Master Plan (San Diego Unified Port District 2020). Planning Subarea 29 contains the District Administration Building, the District's Annex Building, and some airport related commercial uses, including car rental offices, private general aviation services, airport parking, and service stations.

Located northwest of Downtown San Diego and north of San Diego Bay, the Project site is situated within an urbanized, developed area at the hub of multiple transportation modes. The Middletown Station on the MTS Trolley Green Line is approximately 200 feet southeast from the nearest portion of the Project site. San Diego International Airport (SDIA) is located immediately west of the Project site across Pacific Highway. A consolidated car rental facility at SDIA is approximately 500 feet northwest of the Project site, while SDIA passenger terminals are located approximately 1 mile west of the Project site. The cruise terminal is approximately 1 mile south of the Project.

Airport-related commercial and industrial land uses are located in the immediate Project vicinity. Airport-related commercial uses located west of the Project site across Pacific Highway include the San Diego Wind Tunnel, a former aerospace testing center, and Signature Flight Support, an operation center providing support services for business and private aviation. The nearest residential development is located approximately 700 feet to the east, and separated from the Project site by California Street, India Street, Interstate 5 (I-5), elevated freeway connector ramps, Kettner Boulevard, surface parking, two light rail trolley lines and two Burlington Northern Santa Fe Corp (BNSF)/passenger rail lines.

Railroad right-of-way consisting of four rail lines that serve the Metropolitan Transit System (MTS) San Diego Trolley, AMTRAK Pacific Surfliner intercity passenger rail, North County Transit District (NCTD) COASTER commuter rail, and freight rail service is located immediately to the east and separated from the Project site by a small embankment. Immediately south of the Project site is a vacant paved surface parking lot and single-story building formerly used as airport parking and to operate an airport shuttle service. I-5 is located approximately 400 feet to the east. Above grade on- and off-ramps connecting Pacific Highway to I-5 are located approximately 150 feet from the Project site at their nearest point.

The Project site is approximately 1.8 acres and currently consists of (1) an office building (Annex Building), (2) an approximately 47,000 square foot portion of an existing vacant parking lot immediately south of the Annex Building, and (3) an exterior pervious area between Pacific Highway and the Annex Building. A portion of the remainder of the existing parking lot not within the project site is proposed for use as the Project's temporary construction staging area that is approximately 0.4-acre.

The Annex Building rooftop includes a direct, above grade pedestrian connection to the District Administration Building and a direct above grade pedestrian bridge connection over Pacific Highway to a secure, gated, surface parking lot (currently used only for District employee parking) on the west side of Pacific Highway. The interior floor area of the Annex Building totals approximately 25,000 square feet and is comprised of approximately 11,000 square feet of vacant space (generally the southern half of the Annex Building) and approximately 14,000 square feet of office space used by District employees. However, due to the COVID-19 pandemic, the office space has been primarily vacant since March 2020. The remaining vacant space within the Annex Building was last occupied in January 2017 by Budget Rent a Car System, Inc. (Budget Car Rental) under a Tideland Use and Occupancy Permit (TUOP) with the District.

The Project's parking lot contains 85 parking stalls and was last used as an airport parking lot and shuttle service by Park n' Fly until June 2020 when they terminated the TUOP with the District. Impervious surfaces comprise approximately 72,000 square feet of the Project site, which includes the Annex Building's footprint (approximately 25,000 square feet) and paved parking lot (approximately 47,000 square feet). The remaining approximately 4,000 square feet of the Project site consists of the exterior area between the Annex Building and Pacific Highway; this area consists of approximately 2,000 square feet of pervious area and approximately 2,000 square feet of impervious (paved) area. The Port Administration Building is located directly north of the Annex Building. The elevation of the Project site is approximately 11 feet above mean sea level (AMSL). The area identified as the Project's temporary construction staging area is a vacant parking lot that has been unused since "Park N' Fly" terminated their TUOP for the use of the site in June 2020.

2.4 PROJECT OBJECTIVES

The objectives of the Project are to:

- Establish lower cost overnight accommodations located on District tidelands in the City of San Diego.
- Expand lower cost coastal access to District tidelands to ensure that all Californians and visitors from a variety of backgrounds and incomes are able to enjoy the area's full range of coastal experience.
- Implement the goal of BPC Policy No. 775 by providing "lower cost visitor and recreational facilities to enhance the public's enjoyment of the San Diego Bay."
- Renovate an unused and vacant portion of a District facility (Annex Building) to create lower cost overnight accommodations.
- Expand accommodations in an area well-served by existing public and private transportation options.

2.5 PROJECT COMPONENTS

This section describes the Project components, which include: renovation of an unused and vacant portion of the Annex Building into a shared accommodations hotel; site access and parking; lighting and signage; landscaping and water quality design features; Project construction; and Project operation. The proposed site plan, floor plans, roof plan, and plan for access, parking, landscaping, and storm water treatment are shown on Figures 2-3 through 2-7.

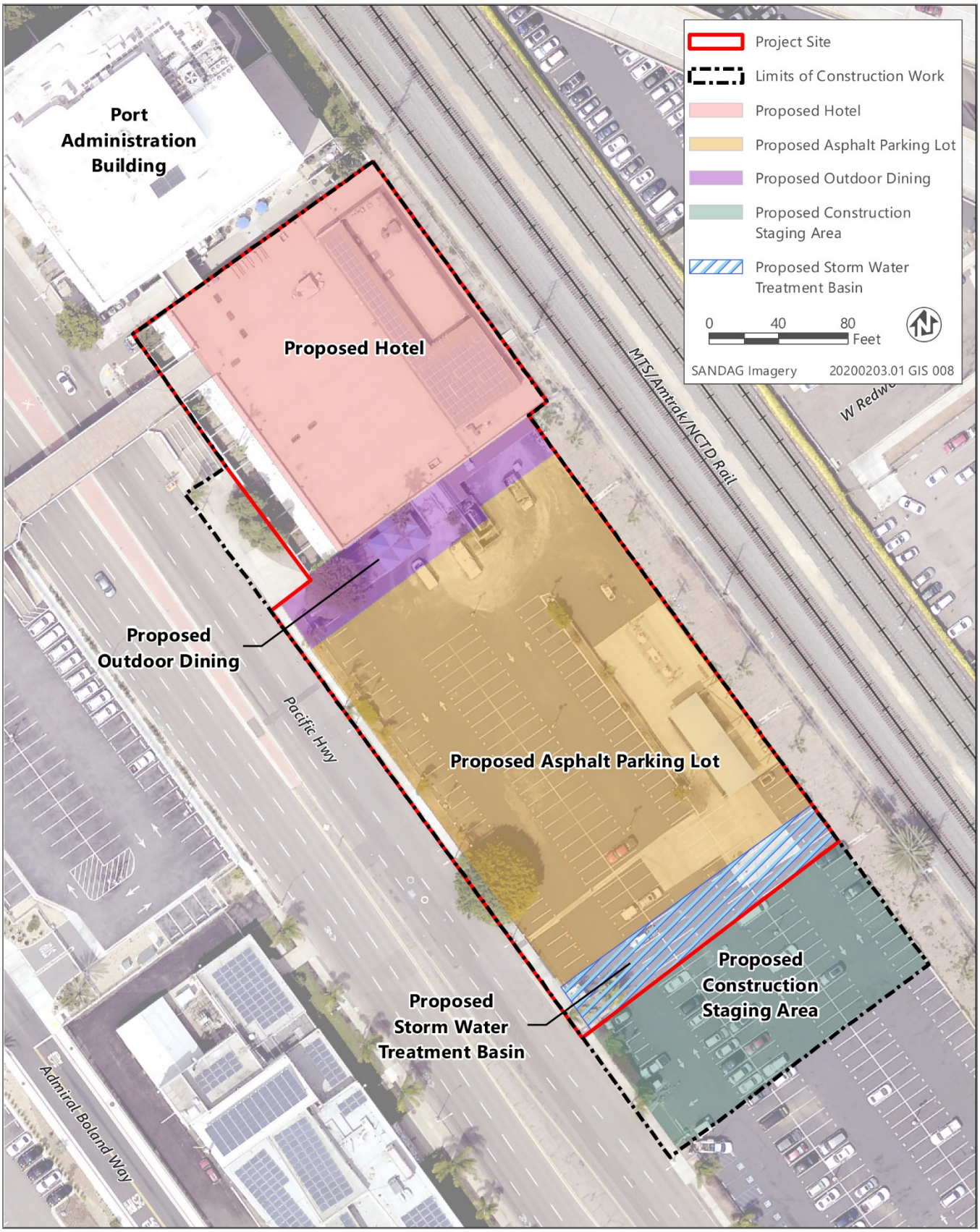
2.5.1 Shared Accommodations Hotel

The Project would reuse the vacant space in and rooftop of the existing Annex Building to develop a shared accommodations hotel. A second story would be added to the rooftop of the Annex Building and the existing roof would be extended on the west and south sides to increase the building area. The District's existing office space within the Annex Building would not be included in the Project. The existing solar panels on the Annex Building rooftop would be relocated onto the new second story of the Annex Building.

The maximum building height would not be more than 50 feet above the current top of the floor slab of the Annex Building accommodating the elevator penthouse and approximately 10-foot elevator cars. The Federal Aviation Administration (FAA) has reviewed the proposed maximum building height and issued a determination of no hazard to air navigation (FAA 2021). Table 2-1 lists improvements that would be made to the existing Annex Building.

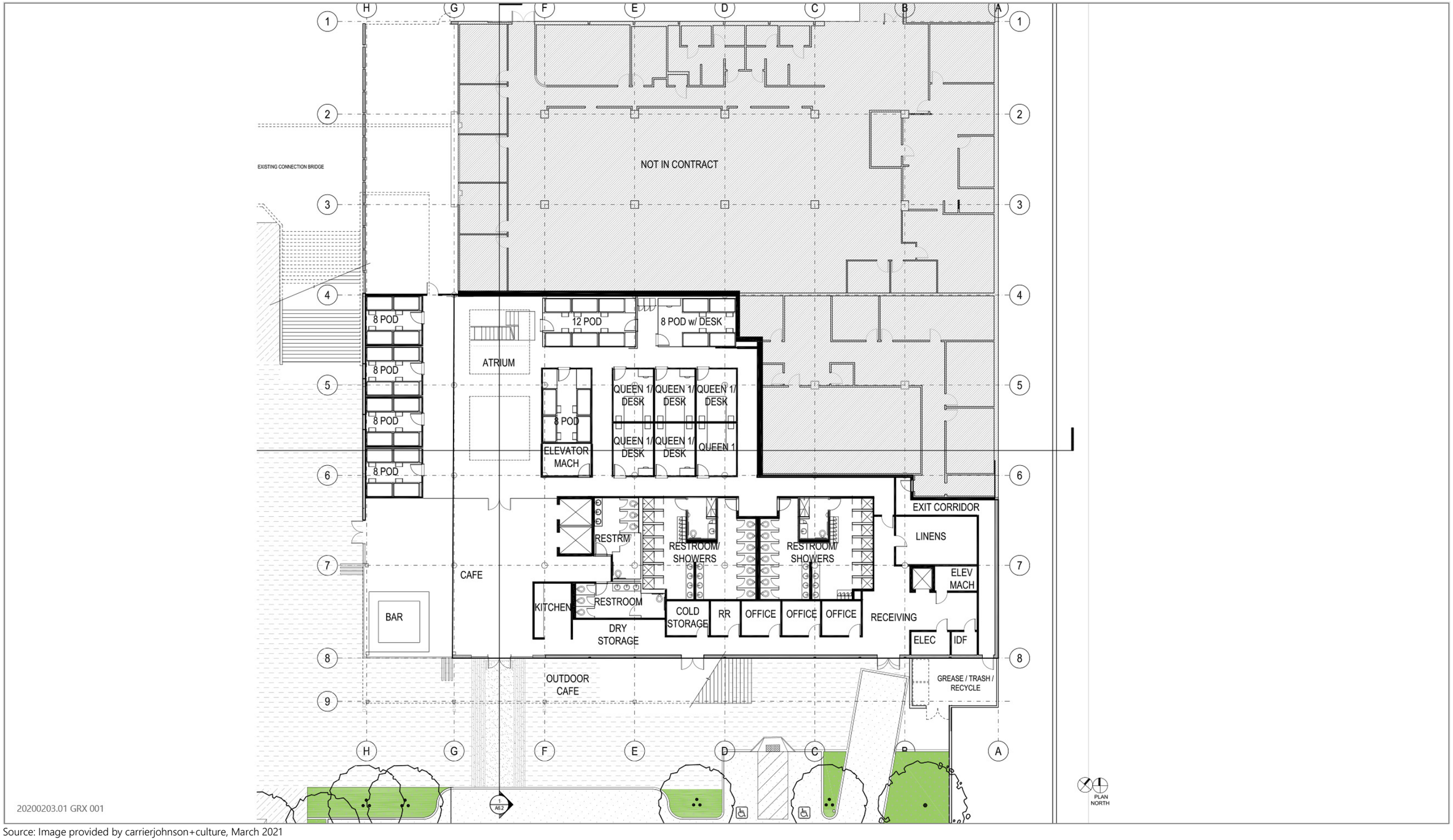
Table 2-1 Proposed Reuse of the Existing Annex Building

Project Component	Existing	Proposed	Change	Notes
Annex Building footprint	25,000 sq. ft.	25,000 sq. ft.	0 sq. ft.	No change as adaptive reuse of existing Annex Building
Building floor area	10,923 sq. ft.	31,000 sq. ft.	+20,077 sq. ft.	Addition of one floor above the existing one-story concrete structure and extension of the roof to the west and south.
Building height	18 ft	50 feet	+32 ft	Addition of a second story on the existing Annex Building
Number of floors	1	2	+1	Addition of a second story on the existing Annex Building



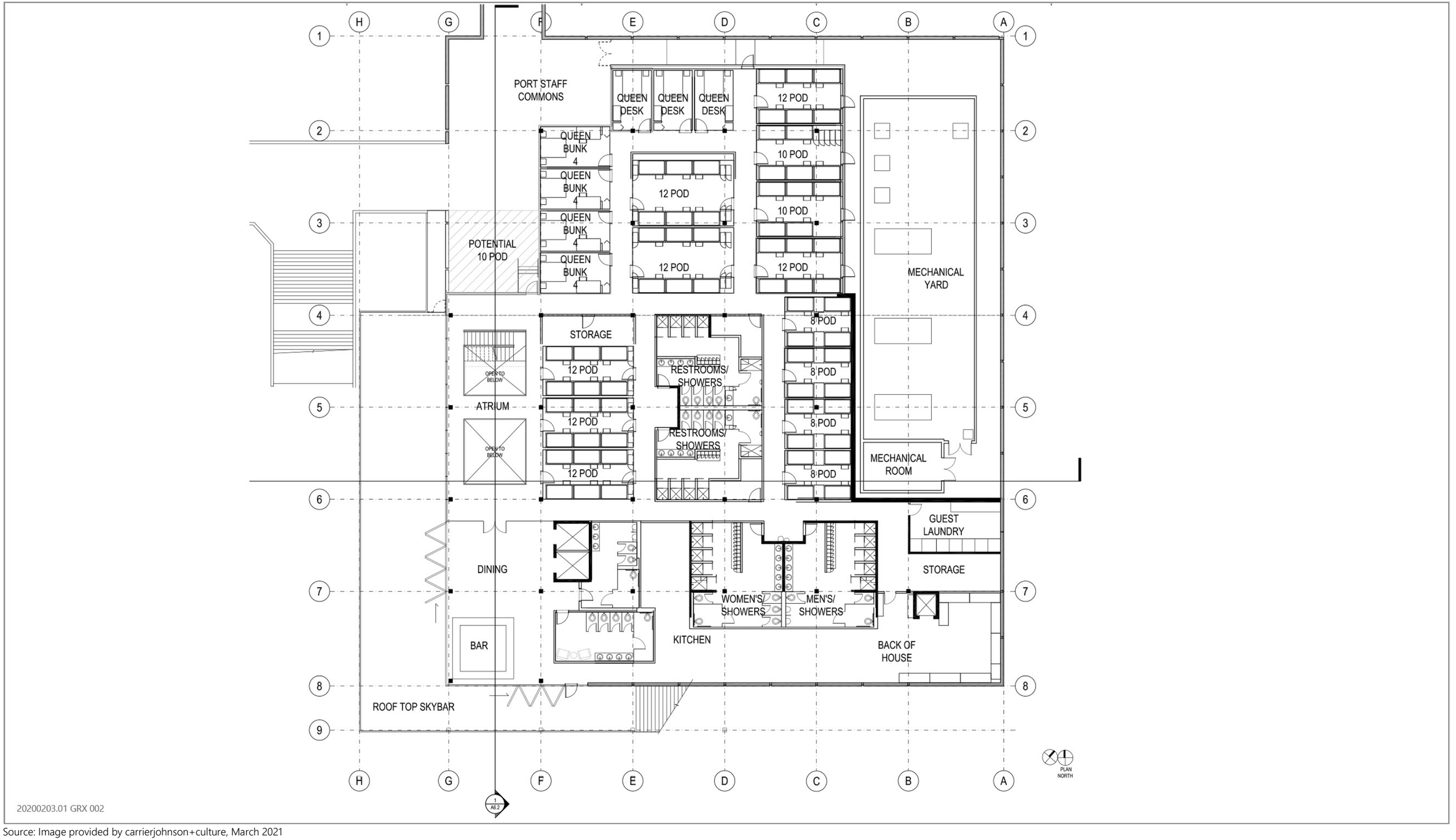
Source: Adapted by Ascent Environmental in 2021

Figure 2-3 Project Site Plan



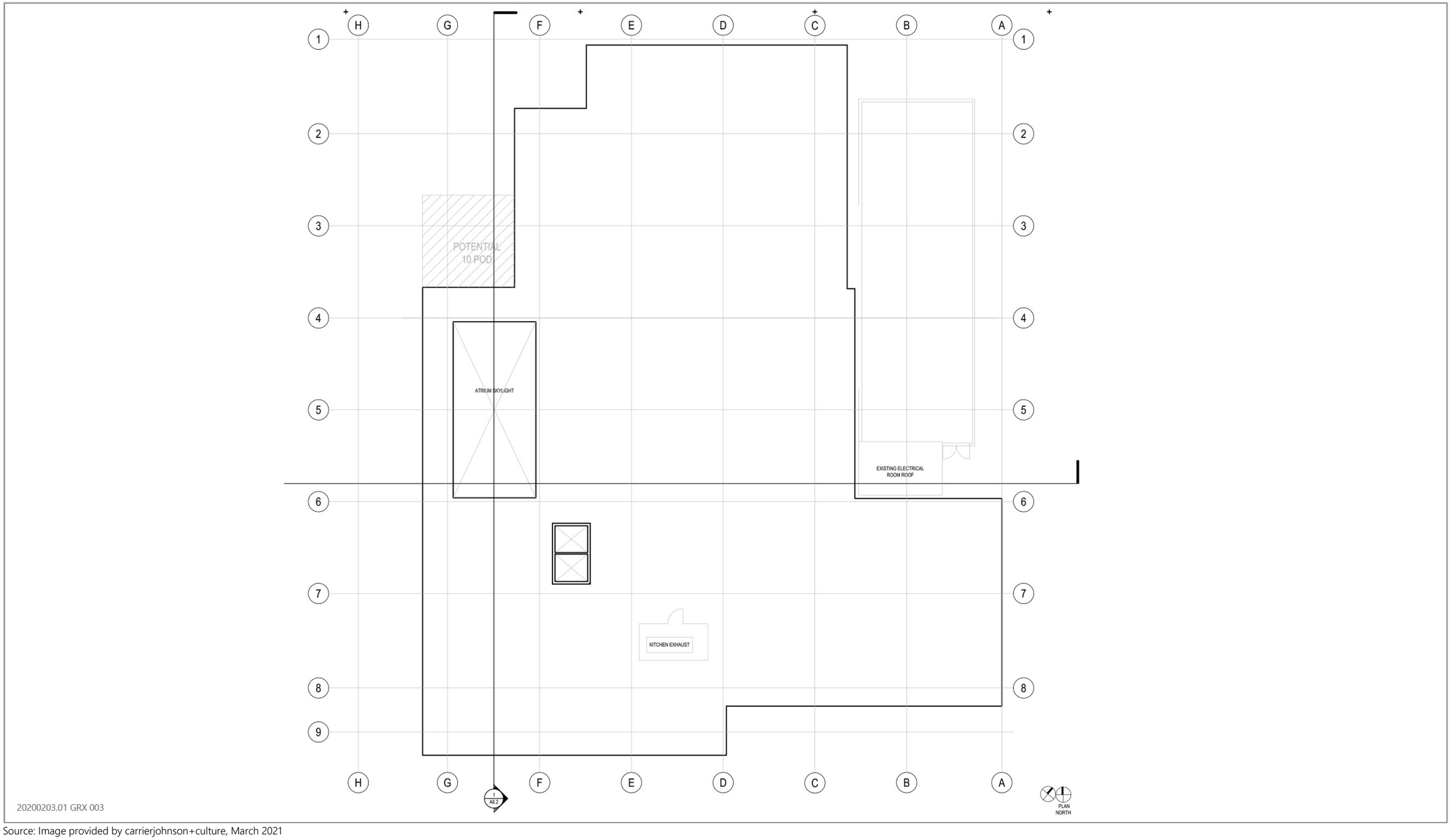
Source: Image provided by carrierjohnson+culture, March 2021

Figure 2-4 Floor Plan, Level 1



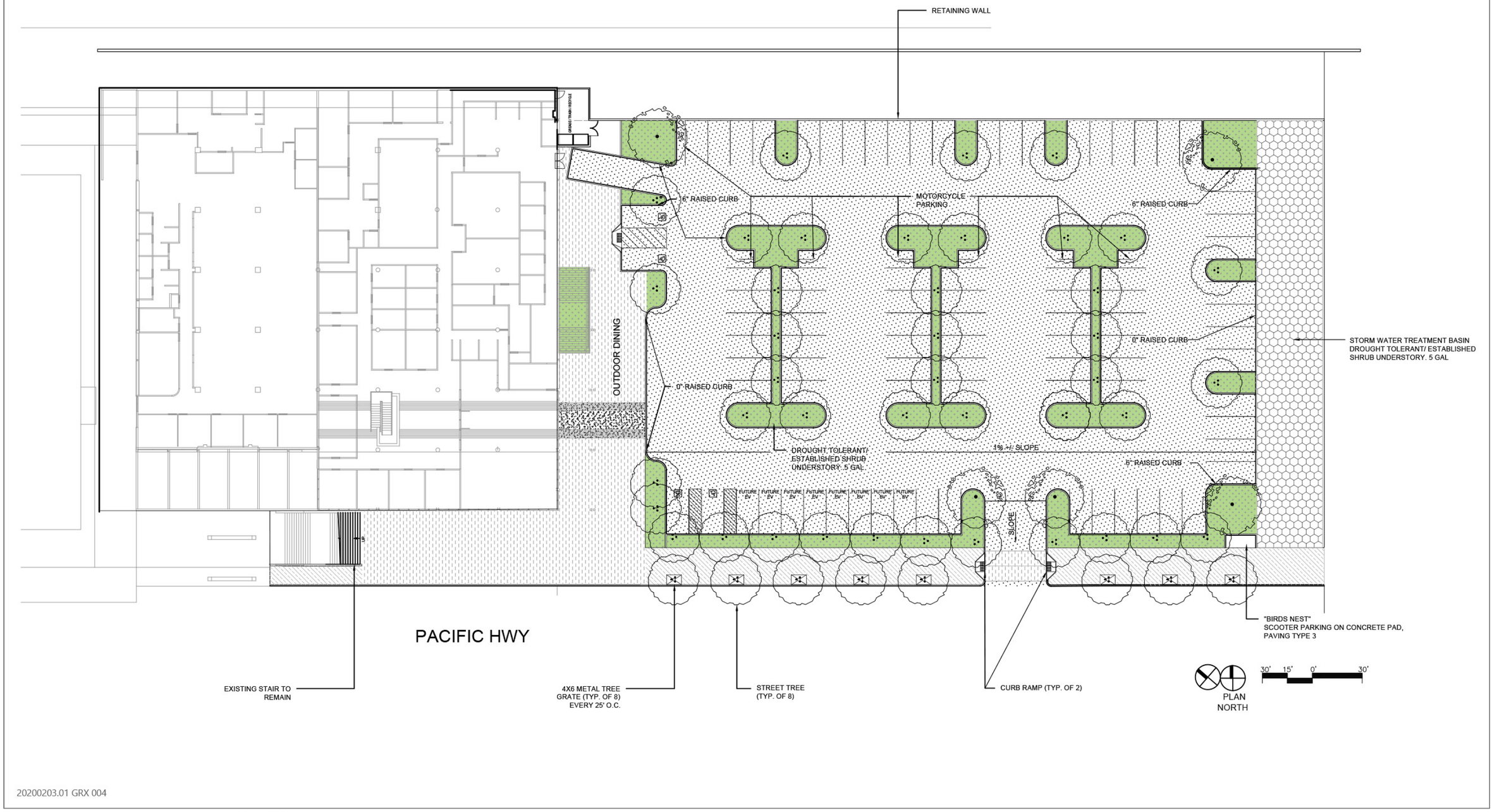
Source: Image provided by carrierjohnson+culture, March 2021

Figure 2-5 Floor Plan, Level 2



Source: Image provided by carrierjohnson+culture, March 2021

Figure 2-6 Roof Plan



Source: Image provided by carrierjohnson+culture, March 2021

Figure 2-7 Access, Parking, Landscaping, and Storm Water Treatment

The hotel would offer a variety of accommodation types on both the first and second floors, including shared rooms with PODs, shared bathrooms, and private rooms with and without bathrooms. PODs are individual sleeping compartments within a room and include a securable bed with storage. The POD rooms would contain between 8 to 12 PODs to allow for an increased number of occupants in a shared room with private sleeping enabled through the PODs. The proposed hotel would hold a maximum of 294 overnight guests. Refer to Table 2-2 for a list of accommodation types.

Table 2-2 Proposed Hotel Accommodation Types

Accommodation Type	Quantity	Number of Guests per Accommodation Type	Total Number of Guests
POD	226 beds	1/bed	226
Private room	17 rooms	Up to 4/room	68
Total			**294**

Common areas would include an atrium, lobby indoor/outdoor bar and café, and rooftop restaurant and bar open to the public during hours of operation for the restaurant, bar and café. On-site parking would be available for both hotel and restaurant guests as well as overnight parking for campervan rentals. The restaurant areas (lobby indoor/outdoor bar and café and rooftop restaurant and bar) would serve hotel guests and the general public. Both restaurant areas would provide indoor and outdoor seating and space for private parties and public events featuring music. Two elevators, a new exterior staircase, and the existing staircase abutting Pacific Highway would provide access to the rooftop restaurant and bar and an outdoor dining area facing Pacific Highway. Refer to Table 2-3 for a list of common areas and the maximum capacity per area.

Table 2-3 Common Area Capacities

Common Area	Number of Guests/Visitors/Employees
Maximum seating for the lobby indoor/outdoor bar and café (level 1)	286[a]
Maximum seating for the rooftop restaurant and bar (level 2)	179[a]

Notes: a. Assumes service is oriented to hotel guests and the general public during business hours of the restaurant, bar and cafe.

Source: STAY OPEN San Diego, LLC, November 2020.

HOTEL BUILDING MATERIALS AND DESIGN

Building materials for the north, west, and south elevations are shown in Figures 2-8 and 2-9 and would consist of concrete, steel, and glass. All hardscaping, roofing, and deck materials would be constructed using light-colored and reflective material to reduce heat buildup in the building and reduce the heat island effect. Santa Barbara thru-color finish stucco would be painted on the exterior to match the existing concrete exterior of the Annex Building. The atrium skylight and all windows would be made from clear, low-e, low-reflectance glass in an aluminum storefront system painted to match the structural steel of the building. The vertical aluminum fins shown on the west elevation would be painted dark brown to match the metal used on the windows and atrium.

2.5.2 Access and Parking

Vehicles would access the Project site from Pacific Highway. The Project would provide 85 vehicle parking spaces and 6 motorcycle parking stalls as described in Table 2-4. Seven electric vehicle (EV) parking stalls would be outfitted with EV charging infrastructure. Short-term parking (e.g., up to 3 hours) would be available to restaurant patrons. Overnight parking would be available for hotel guests. A ride share loading zone would be located directly in front of the hotel entrance and adjacent to the level 1 outdoor dining area, allowing guests ease of access to ridesharing options such as Uber and Lyft (Figure 2-7).

Table 2-4 Vehicle and Motorcycle Parking

Parking Stall Type	Quantity
Standard	64
ADA-compliant	5 [a]
Electric Vehicle	7 [b]
Campervan	9
Vehicle Parking Total	**85**
Motorcycle	6

[a] Total includes 1 ADA-compliant electric vehicle space.

[b] Total does not include the 1 ADA-compliant electric vehicle space, which is included in the "ADA-compliant" category.

Source: STAY OPEN San Diego, LLC, November 2020.

The Project would include designated areas for shared transportation services, including scooters and bicycles (Table 2-5). A total of 10 outdoor bicycle lockers would be provided for use by guests and visitors.

Table 2-5 Designated Space for Shared Transportation Services

Shared Transportation Type	Designated Area (square feet)	Quantity Accommodated
Scooters	140	20
Bicycles	Up to 200	20
Total	**Up to 340**	**40**

Source: STAY OPEN San Diego, LLC, November 2020

2.5.3 Lighting and Signage

The District utilizes the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186) to regulate outdoor lighting of development on District tidelands. Consistent with the ordinance, the Project would use downlights and 180-degree cutoff fixtures throughout the Project site and the parking lot would be illuminated for security purposes and consistent with City of San Diego Outdoor Lighting Regulations (City of San Diego Municipal Code Section 142.0740).

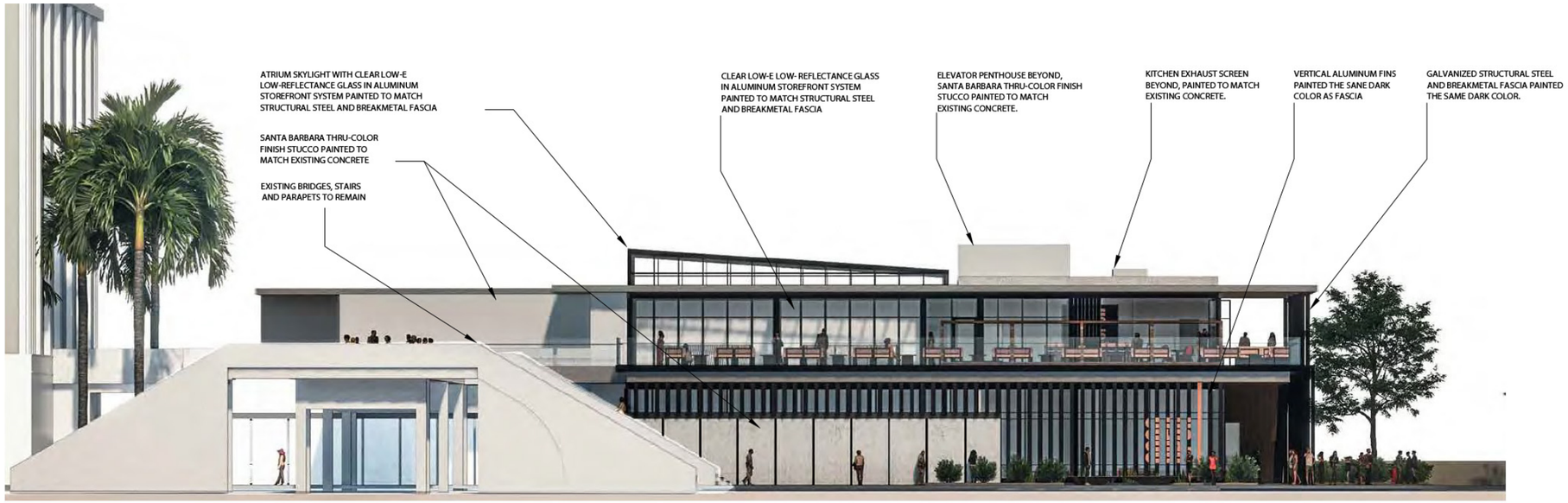
The following lighting management controls would be integrated into Project operation:

- Energy-saving automatic lighting management controls;
- A daylight-harvesting system that senses the amount of incoming daylight and reduces the electrical lighting;
- Occupancy sensors in offices to turn off lights in unoccupied spaces;
- Individual light-dimming controls;
- LED lighting for signage and illuminated features; and
- High efficiency, shielded lighting for all nighttime lighting fixtures.

The STAY OPEN hotel would be identified by two backlit illuminated signs displaying the STAY OPEN logo on the Pacific Highway frontage (west side) and south side of the building and would comply with the District's Tenant Signage Guidelines. Additional STAY OPEN signage would be installed on the Project site, including a large painted "STAY OPEN" sign painted onto the roof for approaching airplane visibility. The painted roof sign would be positioned to allow for use of the existing photovoltaic (PV) panels and room for possible future PV panels. Large lettering spelling "OPEN" would be painted on the vertical fins located on the west side of the building as shown in Figure 2-8.

NORTH ELEVATION

NOT TO SCALE



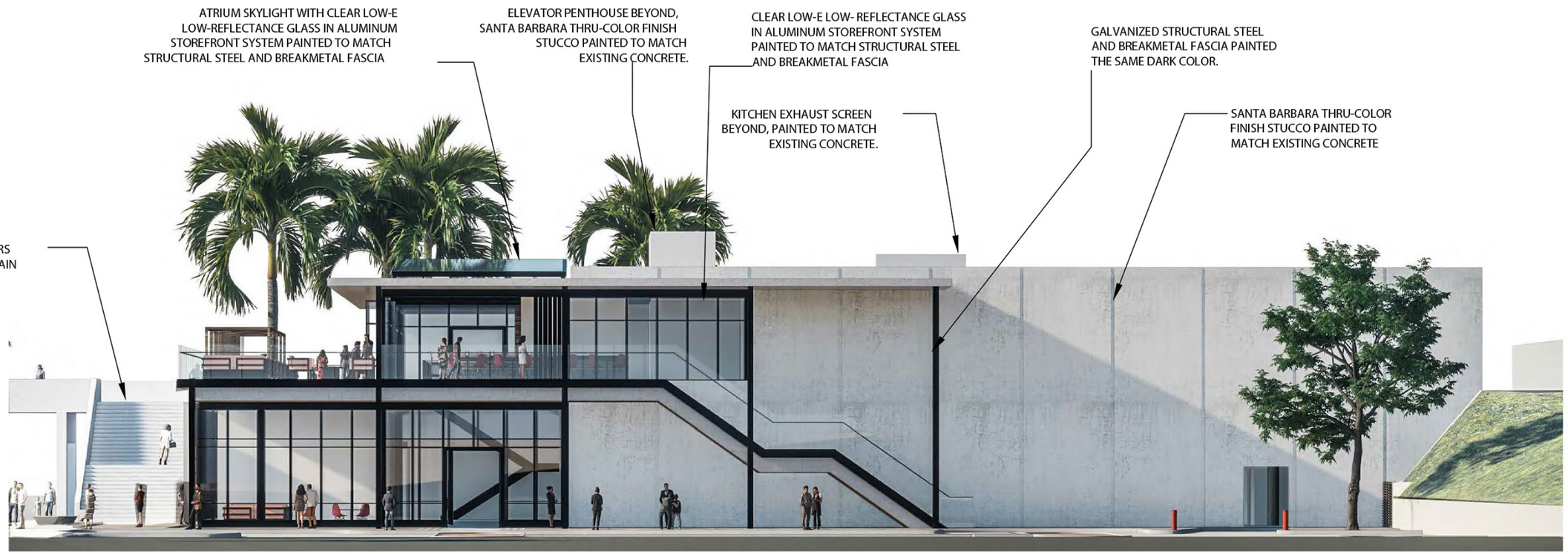
WEST ELEVATION

NOT TO SCALE

20200203.01 GRX 005

Source: Image provided by carrierjohnson+culture, January 2020

Figure 2-8 North and West Building Elevations



SOUTH ELEVATION

NOT TO SCALE

20200203.01 GRX 006

Source: Image provided by carrierjohnson+culture, January 2020

Figure 2-9 South Building Elevation

2.5.4 Landscaping and Water Quality Design Features

The Project would include approximately 11,000 square feet of landscaped and pervious surface area in the parking lot that would consist of drought tolerant plant species and shade trees (6,000 square feet) and a storm water treatment basin (5,000 square feet). The drought tolerant plant species would be watered with a drip system that conserves water by preventing irrigation during and after rain events. The approximately 5,000 square foot storm water treatment basin would be constructed at the southern end of the proposed parking lot and would include a depressed surface area approximately 12 inches deep that would retain storm water above grade. Storm water would pass through approximately 30 inches of amended soil, a 24-inch gravel layer, and a perforated pipe that would discharge the treated water into the existing storm water system. Plant species able to tolerate saturated soil conditions would be planted in the storm water treatment basin.

2.5.5 Project Construction

Construction of the Project is expected to begin in June 2023 and end in August 2024 for a total duration of approximately 15 months. Construction activities would be limited from 7 a.m. to 7 p.m. Monday through Saturday, except for legal holidays (not including Columbus Day or Washington's Birthday) as specified in Chapter 5, Section 59.5.0404 of the San Diego Municipal Code.

Construction would be performed in one continuous construction phase consisting of six stages: demolition, grading, site preparation for building construction, building construction, architectural coating, and paving. Table 2-6 provides a summary of Project construction, including estimates for equipment to be used, duration, and the average number of construction workers and associated worker trips to the site during each construction stage.

Table 2-6 Construction Equipment

Construction Stage	Equipment (Amount)	Duration (days)	Construction Workers/Vehicles (average per day)
Demolition	Concrete Cutter/Individual Saw (1) Excavators (3) Rubber tired dozers (2) Haul trucks (1)	48	10/10
Grading	Excavator (1) Scraper (1) Grader (1) Tractor/Loader/Backhoes (3) Rubber tired dozer (1) Dump trucks (10) Haul trucks (4)	10	5/5
Site Preparation for Building Construction	Tractor/Loader/Backhoes (4) Micro-pile driver (1) Rubber tired dozers (3)	40	5/5
Building Construction	Crane (1) Forklifts (3) Generator set (1) Tractor/Loader/Backhoes (3) Welders (9) Haul truck (1)	212	50/50
Architectural Coating	Crane (1) Air compressor (1)	23	10/10
Paving	Pavers (2) Paving equipment (2) Rollers (2) Haul trucks (2)	5	4/4

As shown in Table 2-6, the average numbers of construction employees on-site would vary during the different stages of construction. To account for potential periods of construction stage overlap during the building construction stage, Project construction could require up to 65 construction workers on-site at one time. Workers would park in the parking lot adjacent to the staging area where up to 100 construction-related parking spaces would be available.

Demolition and construction activities would involve the removal of up to 835 tons of demolition debris, site preparation activities, and installation of up to 15 supporting micropiles on the interior and exterior of the Annex Building.

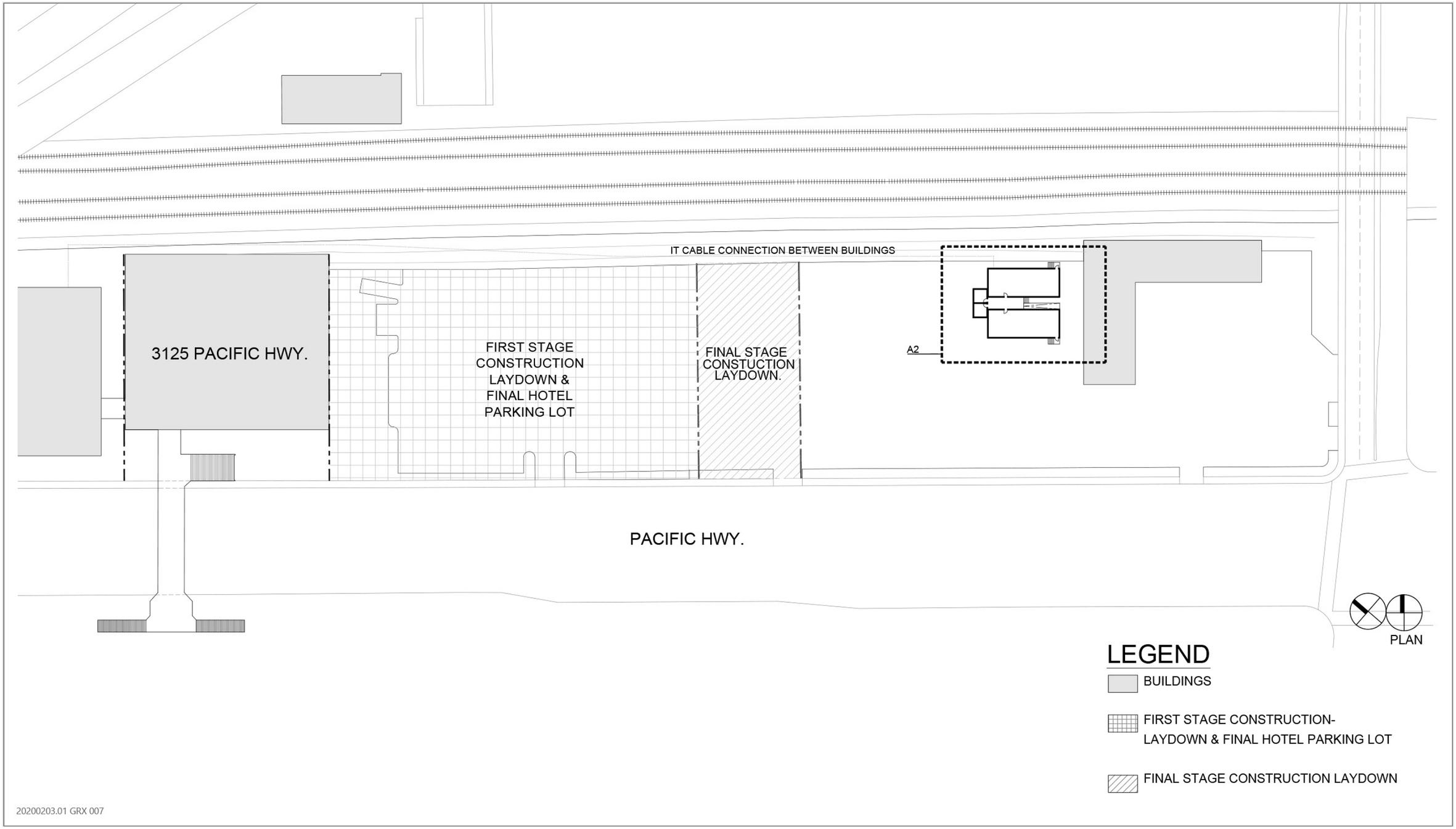
The District employees that work in the northern half of the Annex Building would continue to park their vehicles in an off-site District employee parking lot. Temporary office trailers for existing employees would be placed onto the parking lot south of the Project site during construction as shown on Figure 2-10. After completion of the structural improvements, District employees would return to the office space of the Annex Building and the office trailers would be removed from the site.

Demolition and construction work would occur primarily within the vacant portion of the Annex Building and on the building rooftop. Existing walls, decking, and foundation would be demolished, and micro piledriving would occur along the exterior of the structure. A minimum of 75 percent of demolition and construction waste would be diverted from landfills, consistent with the City of San Diego (San Diego Municipal Code § 66.0606(d)(3)). Disposal sites would include Rock Ridge Crushing for concrete and asphalt, Pacific Resource Recovery for vegetation, and Sanco Recycling for wood and metal. Concrete topping along the rooftop would occur to reinforce the deck. This, along with other steel columns and hold downs for the second story would require extensive work on the deck.

In addition to demolition and structural improvements, coring would occur to accommodate new mechanical, electrical, and plumbing (MEP) work. The coring would occur after demolition and structural improvements. Architectural coating and painting would be required for all interior and exterior areas except for the wood and aluminum elements on the existing building.

Earthwork would consist of up to 47,000 square feet of grading to accommodate parking spaces, drive aisles, curb and gutters, ribbon cutters, and landscaping. Up to 6,000 square feet of excavation would be required for the storm water treatment basin as well as utilities. Construction activity would include trenching throughout the Project site for domestic and irrigation water lines, sewer lines, and dry utilities, including electrical, gas, cable, and phone lines. There would be up to 400 feet of trenching, approximately 2 feet deep, and excavation would reach depths of up to 10 feet. It is anticipated that up to 400 cubic yards of fill would be needed for backfilling.

Before construction activities, STAY OPEN would obtain the necessary construction-related traffic control permit from the City of San Diego to address encroachment into the public right-of-way from planned construction activities. The Project would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The Construction General Permit would require the development of a storm water pollution prevention plan (SWPPP) by a certified Qualified SWPPP Developer. Construction cranes used during construction would require a determination of no hazard to air navigation provided by the FAA.



Source: Image provided by carrierjohnson+culture, March 2021

Figure 2-10 Construction Site Plan

2.5.6 Project Operation

The Project would operate a STAY OPEN branded, shared accommodations hotel with multiple dining options available to guests and the public. The hotel would provide accommodations for up to 294 overnight guests with a variety of lower cost accommodation types including PODs and private rooms (Table 2-3). The lobby indoor/outdoor bar and café and rooftop restaurant and bar would provide a total of 465 seats for guests and visitors. A maximum daily total of 25 employees would be needed to operate the proposed hotel. The maximum number of daily guests and visitors is anticipated to be 1,000.

The Project would promote the use of alternate forms of transportation by providing an interactive kiosk and a STAY OPEN smart phone application that would inform guests and visitors about available public transportation and shared transportation services in the area. On occasion, the Project would accommodate events for guests and the public such as private parties, beverage tastings, and workout classes.

OPERATING EQUIPMENT

The Project would require operating equipment such as use of a Variable Refrigerant Flow system for HVAC including rooftop condensers and a rooftop hot water boiler. This equipment would be architecturally screened from view and painted to match the existing concrete. Multiple central outdoor units would be installed on the second floor of the Annex Building in the mechanical yard area (the proposed location of mechanical yard is shown on Figure 2-5). The system would incorporate a multiple exhaust and make up air systems (MAS) for proper ventilation within the hotel. All food related facilities would be designed with a commercial kitchen package to include exhaust and MAS systems.

UTILITIES

The Project would connect with existing on-site infrastructure for the following utilities:

- Water supply (City of San Diego)
- Wastewater (City of San Diego)
- Electricity and Natural Gas (San Diego Gas & Electric)
- Storm water (City of San Diego and District)

On-site storm water treatment is described in Section 2.6.5, above. All on-site utilities would be installed underground except for transformer boxes and cabinet facilities.

2.6 PORT MASTER PLAN AMENDMENT

The Project includes a Port Master Plan Amendment (PMPA) to allow for accommodations and associated amenities, including a restaurant, on the Project site. More specifically, the PMPA would change the land use designation of the Project site from "Aviation Related Industrial" to "Commercial Recreation." In addition, the Project is considered "appealable" development under Section 30715 of the California Coastal Act (Coastal Act), and per Section 30711 of the Coastal Act, the PMPA will add this Project to the Port Master Plan's Project List for Planning District 2 (Harbor Island/Lindbergh Field). The draft PMPA is included as Appendix A to this IS/MND.

2.7 POTENTIAL PERMITS AND APPROVALS REQUIRED

The District is the primary approval authority for the Project. District discretionary approvals would include:

- Approval of a PMPA
- Concept approval of the Project
- Issuance of an appealable Coastal Development Permit (CDP)
- Approval of the plans
- Approval of real estate agreement between the District and STAY OPEN

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies include, but are not limited to:

- Certification of the PMPA by the California Coastal Commission,
- FAA notification and determination of and obstruction hazard,
- Airport Land Use Compatibility Plan Consistency Determination from the Airport Land Use Commission,
- San Diego Regional Water Quality Control Board – Stormwater Construction General Permit (including the development and implementation of a Storm Water Pollution Prevention Plan),
- City of San Diego Traffic Control Permit, and
- City of San Diego issuance of ministerial permits (e.g., grading, building, electrical).

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: STAY OPEN San Diego Hotel and PMPA
2. Lead Agency Name and Address: San Diego Unified Port District (District)
3. Contact Person: Anna Buzaitis, Program Manager, Planning Department
4. Project Location: 3125 Pacific Highway, San Diego, CA
5. Project Proponent/Applicant: Andrew Swerdloff, STAY OPEN, 11 Brooks Avenue, Unit B, Venice, CA 90291
6. Existing Port Master Plan Designation: Aviation Related Industrial
7. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

   STAY OPEN San Diego, LLC proposes to develop the southern half of the existing San Diego Unified Port District Annex Building and part of the adjacent parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded hotel. The Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and approximately 49,000 square foot landscaped parking area.
8. Surrounding Land Uses and Setting:
   Located northwest of Downtown San Diego and San Diego Bay, the Project site is situated within an urbanized, developed area at the hub of multiple transportation modes. The Middletown Station on the Metropolitan Transit System (MTS) Trolley Green Line is approximately 200 feet southeast from the nearest portion of the Project site. The District's Administration Building is located immediately north of the Project site. San Diego International Airport (SDIA) is located immediately west of the Project site across Pacific Highway. A consolidated car rental facility at SDIA is approximately 500 feet northwest of the Project site, while SDIA passenger terminals are located approximately 1 mile west of the Project site.
9. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)
   The District is the primary approval authority for the Project. District discretionary approvals would include:
   - Approval of a Port Master Plan Amendment (PMPA)
   - Concept approval of the Project
   - Issuance of an appealable Coastal Development Permit (CDP)
   - Approval of the plans
   - Approval of real estate agreement between the District and STAY OPEN

   Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies include, but are not limited to:
   - Certification of the PMPA by the California Coastal Commission,
   - FAA notification and Part 77 determination,
   - Airport Land Use Compatibility Plan Consistency Determination from the Airport Land Use Commission,
   - San Diego Regional Water Quality Control Board – Stormwater Construction General Permit (including the development and implementation of a Storm Water Pollution Prevention Plan),
   - City of San Diego Traffic Control Permit, and
   - City of San Diego issuance of ministerial permits (e.g., grading, building, electrical).

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

    Under Public Resources Code Section 21080.3.1, a lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe. No California Native American tribes have requested to be informed of proposed projects by the District; therefore, there is no trigger to begin consultation under AB 52, resulting in no resources identified as tribal cultural resources under Public Resources Code Section 21074.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards / Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance
	☐ None	☒ None with Mitigation Incorporated

DocuSign Envelope ID: 45542AE4-2D13-464A-9473-CF8F87625C13

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed 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 by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Aug 10, 2021

Date

Lesley Nishihira, Planning Director

San Diego Unified Port District

Agency

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 offsite as well as onsite, 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, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
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., general plans, zoning ordinances). 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 source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    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 less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The Project site is located northwest of Downtown San Diego and San Diego Bay within an urbanized and developed area at the convergence of multiple transportation modes. The aesthetic character of the Project site and the surrounding area is urban and industrial because of the surrounding airport-related commercial land uses and various forms of public transportation. Airport-related commercial land uses include car rental offices, private general aviation services, airport parking, and service stations. Transportation modes close to the Project site include the MTS Trolley Green Line, San Diego International Airport (SDIA), and Interstate 5 (I-5).

The Project site contains the existing Annex Building, an exterior (½ pervious and ½ impervious) area between Pacific Highway and the Annex Building, and a vacant parking lot. The existing Annex Building's exterior is composed of light-colored, low-reflective concrete panels, with windows situated in aluminum frames. Existing lighting on and surrounding the Project site consists of parking lights within the existing Annex Building parking lot, along with street lights on Pacific Highway. Immediately south of the Project site is a vacant paved surface parking lot and single-story building formerly used for airport parking. I-5 is located approximately 400 feet to the east. Above grade on- and off-ramps connecting Pacific Highway to I-5 are located approximately 150 feet from the Project site at their nearest point.

No scenic vista areas are on or directly adjacent to the Project site. The closest designated scenic vista area is on the San Diego Bay within the Harbor Island/Lindbergh Field Planning District of the Port Master Plan, approximately 1 mile to the southwest (District 2020a: Figure 9). No officially designated state scenic highways are adjacent to or close to the Project site. The portion of I-5 near the Project site is an eligible state scenic highway (Caltrans 2020).

3.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

No impact. There are no scenic vista areas adjacent to the Project site, the closest designated scenic vista is approximately 1 mile southwest along the San Diego Bay in the Harbor Island/Lindbergh Field Planning District of the Port Master Plan, as designated in the PMP (District 2020a: Figure 9). This nearest scenic vista, as with the other designated vistas in the Harbor Island/Lindbergh Field Planning District and the PMP, are landside views looking across San Diego Bay. The Project is located northeast of Harbor Island/Lindbergh Field and does not lie within the viewshed of the respective vistas. Moreover, between this designated scenic vista and the Project site is SDIA along with various commercial and industrial buildings consistent with the airport-related commercial land use of the surrounding area.

The Project would redevelop the southern half of the existing Annex Building and a portion of the adjacent parking lot into a hotel. The new addition would be approximately 32 feet taller than the existing building with the construction of an additional floor above the existing one-story concrete structure and extension of the roof to the west and south. The re-developed portion of the Annex Building would not affect the views of the scenic vista area located along the San Diego Bay. Distance (approximately 1 mile), SDIA, and various commercial structures separate the Project site from the scenic vista area. Furthermore, the scenic vista area is a view of San Diego Bay, not inland in the direction the Project is located. Therefore, views associated with construction and operation of the Project would have **no impact** on designated scenic vistas. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-than-significant impact. One eligible state scenic highway, I-5, is located approximately 400 feet east of the Project site (Caltrans 2020). While the Project may be visible to motorists on I-5, its aesthetic character would be consistent with the surrounding urban and industrial land uses. The Project site is approximately 70 feet lower in elevation than I-5, which is located above the grade of the streets and properties located west of the freeway. The new hotel would be 50 feet tall, approximately 32 feet taller than the existing Annex Building. The increased height would introduce additional building facades in the views of motorists traveling along I-5. However, the existing District Administration Building directly adjacent to the Project site is seven stories and 111 feet tall, approximately twice as tall as the Project. The additional height and mass of the Project would not substantially increase the obstruction of views from I-5, and its aesthetic character would be similar to the surrounding commercial and industrial buildings that establish the aesthetic character of the area. Moreover, given the raised nature of the I-5, the additional height of the building would not obstruct views already limited, obstructed views of San Diego Bay. The Project would not damage any other scenic resources as there are no trees or rock outcrops on the Project site, and the existing Annex Building is not a designated historic building, as described in Section 3.5, Cultural Resources. The Project would not substantially damage scenic resources within a state scenic highway; therefore, impacts would be **less than significant**, and mitigation is not required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-significant impact. The Project would redevelop the existing Annex Building into a hotel, and would include a Port Master Plan Amendment (PMPA) to change the land use designation from Aviation Related Industrial to Commercial Recreation to allow for the hotel use. This land use designation change would not affect regulations governing the scenic quality of the area because the existing land use designation allows for various forms of commercial and industrial use related to airport operations. Furthermore, the proposed design would be compatible with the existing Annex Building. Santa Barbara thru-color finish stucco would be painted on the exterior to match

the existing concrete exterior of the Annex Building and adjacent District Administration Building, and the atrium skylight and all windows would be within an aluminum storefront system painted to match the structural steel of the building. The Port Master Plan is the document that governs scenic quality at the Project site. As discussed above in Section 3.1.2(a), the closest designated scenic vista in the Port Master Plan is approximately 1 mile southwest along the San Diego Bay in the Harbor Island/Lindbergh Field Planning District. Given the distance (approximately 1 mile), SDIA, and various commercial structures that separate the Project site from the scenic vista area, the Project would not conflict with the Port Master Plan with respect to scenic quality. In addition, I-5, which is located approximately 400 feet east of the Project site, is an eligible state scenic highway (Caltrans 2020); however, as discussed above in Section 3.1.2(b), the Project would not substantially damage the scenic resources from the eligible state scenic highway. Therefore, the Project would have a **less-than-significant** impact on applicable zoning and other regulations governing scenic quality, and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-significant impact. The Project building design features includes extensive use of nonreflective glass and brushed metal trim. The atrium skylight and all windows would be made from clear, low-e, low-reflectance glass in a brushed aluminum storefront system painted to match the structural steel of the building. The vertical aluminum fins shown on the west side of the building would be painted the same dark brown color to match the metal used on the windows and atrium. The hotel would be more open with the additional windows and atrium compared to the existing Annex Building, which would increase the relative light and glare during the day and night. All hardscaping, roofing, and decking would be constructed using light-colored and reflective material to reduce heat buildup in the building and the heat island effect. These materials would be composed of stucco and other similar materials that reduce heat but do not contribute to light glare.

As described in Section 2.5.3, Lighting and Signage, the hotel would be identified by two backlit illuminated signs displaying the STAY OPEN logo on the west and south side of the building that would comply with the District's Tenant Signage Guidelines. Illuminated signage would have a gentle illumination, or soft glow effect, and would not blink, flash, or direct bright light onto the surroundings and are not anticipated to have an adverse effect on surrounding aesthetics. Additionally, the existing Annex Building is surrounded by exterior lighting, including lighting from the existing parking lot and street lights along Pacific Highway. While the Project would increase the amount of illumination at the Project site compared to the existing building, which does not have illuminated signage, all exterior lighting would comply with applicable lighting code. The District utilizes the City of San Diego Outdoor Lighting Ordinance (City of San Diego Ordinance Number 20186) to regulate outdoor lighting of development on District tidelands. The City of San Diego Outdoor Lighting Ordinance requires outdoor lighting fixtures to be installed in a manner that minimizes light pollution (Ordinance Number 20186, Chapter 14, Section 142,0740 of San Diego Municipal Code). The Project would be consistent with this requirement, as it would not direct light outside the Project site or otherwise illuminate the surrounding uses. Downlights and 180-degree cutoff fixtures would be used throughout the Project site and the parking lot would be illuminated for security purposes.

Both interior and exterior lighting would be designed and operated to enhance the visual character of the building and site. The illuminated features of the Project are intended to accent the architecture of the building and provide a gentle illumination of exterior areas of the building, as well as provide wayfinding signage at key entry points. This illumination would not create a substantial source of light that would adversely affect the further surrounding area. Additionally, glass utilized in the building façade would be treated with an antireflective coating to reduce glare consistent with current Title 24 requirements. Therefore, the Project would not create a substantial light or glare that would adversely affect day- or nighttime views in the area, and impacts would be **less than significant**. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with aesthetic resources; thus, mitigation measures are not required.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) 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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The Project site is located northwest of Downtown San Diego and San Diego Bay in an urbanized, developed area. The Project site is identified as urban and built-up land by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (DOC 2016, City of San Diego 2007). No agricultural land or operations are located on or adjacent to the Project site.

No portions of the Project site or adjacent parcels are held under Williamson Act contracts (DOC 2016; City of San Diego 2007: Figure 3.1-1). There are no areas either within or adjacent to the Project site that are zoned as forestland or timberland (County of San Diego 2016: 2.2-2).

3.2.2 Discussion

a) 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 non-agricultural use?

No impact. The Project site is situated within an urbanized, developed area within the City of San Diego. The surrounding area consists of airport-related commercial and industrial land uses. According to the DOC's Farmland Mapping and Monitoring Program, the Project site is mapped as urban and built-up land and does not contain any agricultural land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2016). The Project would not convert Important Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. **No impact** would occur; mitigation is not required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. No agricultural resources or operations exist within the Project limits or adjacent areas. The Project site is not zoned for agricultural use. No Williamson Act contracts apply to the Project site. Therefore, **no impact** would occur as the Project would not conflict with existing agricultural zoning or a Williamson Act contract. Mitigation is not required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. The Project site is not zoned for forestland, timberland, or zoned Timberland Protection. There is no timberland present on or adjacent to the Project site. Therefore, **no impact** to forest land or timberland would occur. Mitigation is not required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. No forest land or timberland resources exist on or adjacent to the Project site, which is in an urbanized portion of the City of San Diego. Therefore, **no impact** would occur. Mitigation is not required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. No agricultural, forestland, or timberland resources exist on or adjacent to the Project site. Therefore, **no impact** would occur. Mitigation is not required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with agricultural or forest resources; thus, mitigation measures are not required.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The project site is located in the San Diego Air Basin (SDAB), which encompasses all of San Diego County and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality and odor conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

AMBIENT AIR QUALITY

Criteria Air Pollutants

The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants, which are known to be harmful to human health and the environment. These pollutants are: carbon monoxide (CO), lead, nitrogen dioxide (NO_2), ozone, particulate matter with an aerodynamic diameter less than or equal to 10 microns in diameter (PM_{10}) and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns in diameter ($PM_{2.5}$), and sulfur dioxide (SO_2). The State of California has also established California Ambient Air Quality Standards (CAAQS) for these six pollutants, as well as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. NAAQS and CAAQS were established to protect the public with a margin of safety, from adverse health impacts caused by exposure to air pollution. A brief description of the source and health effects of criteria air pollutants is provided below in Table 3.3-1.

Table 3.3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[a] Health Effects	Chronic[b] Health Effects
Ozone	Secondary pollutant resulting from reaction of VOC and NO_X in presence of sunlight. VOC emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Reduced capacity to pump oxygenated blood; headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines), industrial processes, and fires	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; aggravation of existing heart disease leading to death	Chronic bronchitis, emphysema, decreased lung function
Sulfur dioxide (SO_2)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines), industrial processes, and fires	Irritation of upper respiratory tract, increased asthma symptoms, aggravation of existing heart disease leading to death	Chronic bronchitis, emphysema
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and VOC	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing, piston-engine aircraft or other vehicles operating on leaded fuel	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; VOC = volatile organic compounds

[a] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[b] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: EPA 2019

Attainment Area Designations

The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require all areas of California to be classified as attainment, nonattainment, or unclassified with respect to the NAAQS and CAAQS. Under the CAA and the CCAA, both the California Air Resources Board (CARB) and EPA use ambient air quality monitoring data to designate the attainment status of an air basin relative to the CAAQS and NAAQS for each criteria air pollutant. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are "nonattainment," "attainment," and "unclassified." "Unclassified" is used in an area that cannot be classified based on available information as meeting or not meeting the standards. The SDAB is currently classified as a Nonattainment Area with respect to the 1-hour ozone CAAQS and the 8-hour ozone CAAQS and NAAQS (SDAPCD 2020, 2021; EPA 2020c). Additionally, the SDAB is also classified as a Nonattainment Area with respect to the $PM_{2.5}$ and PM_{10} CAAQS. Attainment designations for the SDAB are shown in Table 3.3-2 for each criteria pollutant.

Table 3.3-2 Ambient Air Quality Standards and Current SDAB Attainment Status

Pollutant	Averaging Time	California (CAAQS)[a,b]		National (NAAQS)[c]	
		Standards	SDAB Attainment Status	Standards - Primary[b,d]	SDAB Attainment Status
Ozone	1-hour	0.090 ppm (180 µg/m^3)	Nonattainment	–	Attainment
	8-hour	0.070 ppm (137 µg/m^3)	Nonattainment	0.070 ppm (137 µg/m^3)	Nonattainment
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
	8-hour	9 ppm[f] (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Attainment
	1-hour	0.18 ppm (339 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Attainment
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	—	—
	3-hour	—	Attainment	—	—
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	Attainment	—	—
	24-hour	50 µg/m^3	Attainment	150 µg/m^3	Nonattainment
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	Attainment	12.0 µg/m^3	Nonattainment
	24-hour	—	—	35 µg/m^3	Attainment
Lead[e]	Calendar quarter	—	—	1.5 µg/m^3	Attainment
	30-Day average	1.5 µg/m^3	Attainment	—	—
	Rolling 3-Month Average	—	—	0.15 µg/m^3	Attainment
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No national standards	
Sulfates	24-hour	25 µg/m^3	Attainment		
Vinyl chloride[e]	24-hour	0.01 ppm (26 µg/m^3)	Unclassified		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km	Unclassified		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million (by volume).

[a] California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[c] National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[d] National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[e] The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. This allows for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: EPA 2020C; SDAPCD 2020 and 2021

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may pose a hazard to human health cause or contribute to an increased likelihood of serious illness or mortality. TACs are usually present in minute quantities in the ambient air; however, their high toxicity may pose a threat to public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage. Exposure to TACs may also result in short-term acute affects such as eye watering, respiratory irritation, coughing, running nose, throat pain, or headaches.

When evaluating health effects, TACs are commonly separated into carcinogens and non-carcinogens based on the nature of the physiological ailments associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants and non-carcinogenic TACS, for which acceptable levels of exposure can be determined and for which the ambient standards have been established (in the case of criteria air pollutants).

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter contained in diesel exhaust (diesel PM). In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Diesel PM poses the greatest health risk among these 10 TACs mentioned. Based on receptor modeling techniques, CARB estimated the average statewide cancer risk associated with diesel PM concentrations to be 360 excess cancer cases per million people in the year 2020 (CARB 2000:15). Overall, statewide emissions of diesel PM are forecasted to decline by 71 percent between 2000 and 2035 (CARB 2013:3-8).

SAN DIEGO AIR POLLUTION CONTROL DISTRICT

SDAPCD attains and maintains air quality conditions in the SDAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues.

The CCAA requires air districts to submit air quality plans for areas that do not meet CAAQS for ozone, CO, SO_2, and NO_2. SDAPCD has attained all CAAQS with the exception of ozone, PM_{10}, and $PM_{2.5}$ (SDAPCD 2020). The CCAA does not currently require air quality plans for PM_{10} and $PM_{2.5}$. Additionally, the SDAB has not attained the federal NAAQS for ozone. For the attainment and maintenance of ozone, in October of 2020, SDAPCD adopted its 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone (Attainment Plan), which examined air quality conditions and documents efforts made by SDAPCD to improve air quality (SDAPCD 2020). The Attainment Plan demonstrates how the SDAB will further reduce air pollutant emissions, including ozone precursors volatile organic compounds (VOC) and oxides of nitrogen (NO_X), to attain and maintain the NAAQS and CAAQS for ozone, and includes the San Diego Regional Air Quality Strategy, which addresses the CAAQS. The Attainment Plan is submitted to CARB for approval, and then to EPA as a revision to the San Diego portion of the California State Implementation Plan for attaining ozone standards.

Neither the District nor the City of San Diego has adopted CEQA thresholds for significance for air quality. SDAPCD does not provide specific quantitative thresholds for determining the significance of air quality impacts under CEQA. However, the SDAPCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). If these incremental levels for stationary sources are exceeded, an AQIA must be performed for the source. Although these trigger levels do not generally apply to land development projects, for comparative purposes these levels may be used to evaluate increases in emissions.

SDAPCD Rule 20.2, which outlines these trigger levels states that any project that results in emissions increases equal to or greater than any of these levels, must:

> "demonstrate through an AQIA … that the project will not (A) cause a violation of a State or national ambient air quality standard anywhere that does not already exceed such standard, nor (B) cause additional violations of a national ambient air quality standard anywhere the standard is already being exceeded, nor (C) cause additional violations of a State ambient air quality standard anywhere the standard is already being exceeded, nor (D) prevent or interfere with the attainment or maintenance of any State or national ambient air quality standard." (SDAPCD 2019)

For projects with stationary-source emissions that are below these criteria, no AQIA is typically required, and project level emissions are presumed to be less than significant. For CEQA purposes, these trigger levels can be used to demonstrate that a project's total emissions (e.g., stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality (Table 3.3-3; County of San Diego 2007). SDAPCD's trigger levels are tied to achieving or maintaining attainment designations with respect to the NAAQS and CAAQS, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health and public welfare.

In addition, under SDAPCD Rule 1200 and County guidelines, projects would have a significant impact related to emissions of TACs if they result in an incremental cancer risk greater than 10 in 1 million or a health hazard index (chronic and acute) greater than one.

Table 3.3-3 San Diego Air Pollution Control District Pollutant Trigger Levels

Pollutant	Emission Rate		
	lb/hr	lb/day	tons/yr
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NO_X)	25	250	40
Particulate Matter (PM_{10})	—	100	15
Particulate Matter ($PM_{2.5}$)	—	55*	10*
Oxides of Sulfur (SO_X)	25	250	40
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC)	—	75**	13.7***

Notes: lb/hr = pounds per hour; lb/day = pounds per day; tons/yr = tons per year

According to the City of San Diego, the hourly and yearly levels are most appropriately used in situations when temporary emissions like emergency generators or other stationary sources are proposed as a part of a project. The daily levels are most appropriately used for the standard construction and operational emissions.

* EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the South Coast Air Quality Management District.

** Threshold based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley. The terms VOC and reactive organic gases (ROG) are used interchangeably in CEQA air quality analyses.

*** 13.7 Tons Per Year threshold based on 75 lbs/day multiplied by 365 days/year and divided by 2000 lbs/ton

Source: City of San Diego 2016a

3.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-significant impact. The SDAB is currently designated as nonattainment with respect to the NAAQS and CAAQS for ozone, and the CAAQS for PM_{10} and $PM_{2.5}$. Air quality planning for San Diego county is under the jurisdiction of SDAPCD, which has adopted the 2020 Plan for Attaining the National Ambient Air Quality Standards

for Ozone in the SDAB (Attainment Plan) to reduce emissions of VOC and NO_X, both ozone precursors, with the goal of ultimately achieving attainment status with respect the NAAQS and CAAQS (SDAPCD 2020). The Attainment Plan relies on emissions forecasts based on demographic and economic growth projections provided by city and county general plans. Projects whose growth is included in the projections used in the formulation of the Attainment Plan are considered to be consistent with the Attainment Plan and would not interfere with its implementation.

Implementation of the Project would include a PMPA to change the land use designation of the Project site from "Aviation-Related Industrial" to "Commercial Recreation", which allows for hotel use. The certified PMP defines "Aviation Related Industrial" uses as those closely linked to the airport due to the shipping of large quantities or highly specialized types of air cargo, and the servicing of aircraft. Activities include the manufacture and sale of aircraft, engines, parts, motors, machines, turbines and metal articles. In contrast, the "Commercial Recreation" category includes hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, dock and dine facilities, and sportfishing. The "Aviation Related Industrial" uses under the current land use designation would include the use of heavy machinery to manufacture large, specialized types of air cargo and use of heavy-duty trucks to transport such cargo. In comparison, the Project proposes hotel accommodations in the form of PODs and private rooms as well as bar, restaurant, and café uses. Onsite and offsite emissions associated with the project were quantified for the Project and are consistent with a hotel land use. Such uses do not include use of heavy equipment or use of specialized truck deliveries. Therefore, the land use designation change under the PMPA is not anticipated to generate higher emissions than the previously designated use.

Because the Project's proposed use would not increase emissions compared to the previously designated use or result in an increase in the residential population, it would not conflict with or obstruct implementation of SDAPCD's Attainment Plan. The Project does not proposes uses that would generate significant emissions of VOC and NOx, precursors of ozone that are regulated by the Attainment Plan. Furthermore, as discussed in under item b), the short-term construction and long-term operation of the Project would not generate emissions of criteria air pollutants or precursors that would exceed SDAPCD's established trigger levels, which were developed as a metric to indicate whether a project's emissions would cumulatively contribute to the nonattainment designations in the SDAB (see Table 3.3-3). This would be a **less-than-significant** impact, and no mitigation would be required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-than-significant impact. The SDAB is designated as nonattainment with respect to the NAAQS and CAAQS for ozone, and the CAAQS for $PM_{2.5}$ and PM_{10}. The question from Appendix G of the CEQA Guidelines focuses on nonattainment pollutants. Therefore, the analysis herein is focused on PM_{10}, $PM_{2.5,}$ and the ozone precursors – VOC and NO_X. Estimated emissions of other criteria air pollutants (SO_X and CO) are also disclosed for informational purposes. The trigger levels developed by SDAPCD that are used as mass emission thresholds for this analysis are tied to attaining and maintaining the federal and State health-based standards. Projects that exceed these thresholds described above would result in a cumulative, regional air quality impacts and may also contribute to adverse health impacts affecting nearby receptors.

Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors

Implementation of the Project would involve construction activities to develop the southern half of the existing one-story Annex Building and part of the adjacent parking lot into a two-story hotel. Based on information provided by the Project applicant/proponent, construction is anticipated to begin in June 2023, with expected completion in August 2024. Construction activities would result in temporary and intermittent emissions of criteria air pollutants and precursors from heavy-duty construction equipment, vendor truck trips, and worker commute trips. Earth-moving equipment (e.g., loaders, graders, scrapers, and dozers) would be used during site preparation and grading. Equipment such as forklifts, welders, air compressors, generators, and a micropile driver would be used during building construction and the application of architectural coatings.

Emissions of NO_X would be primarily associated with off-road construction equipment exhaust; secondary sources would include on-road trucks for the hauling of materials and equipment, as well as worker vehicles for commuting. Worker commute trips in gasoline-fueled vehicles, paving, and the application of architectural coatings would be the principal sources of VOC, with additional VOC coming from off- and on-road construction equipment. Emissions of fugitive PM_{10} and $PM_{2.5}$ dust are associated primarily with ground-disturbance activities during site preparation, excavation, and grading, and may vary as a function of such soil parameters such as silt content, soil moisture, wind speed, and the area of disturbance. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM_{10} and $PM_{2.5}$, but to a much lesser extent than fugitive dust emissions.

The Project's construction-related emissions of criteria air pollutants and precursors were modeled based on Project specifications (e.g., construction schedule and building area) and default settings and parameters contained in the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 (CAPCOA 2017). The construction modeling performed for the Project assumes that construction activities that would result in criteria air pollutant and precursor emissions would occur over a 12-month period beginning in June 2023. It should be noted that the project description specifies a 14-month construction schedule. Construction emissions were modeled based on construction phasing and duration information provided by the Project applicant which indicates 12 months for emissions generating activities. The analysis herein is considered conservative as daily activities would be less intensive and lead to lower maximum daily emissions under a longer construction schedule. Refer to Appendix B for specific input parameters and modeling output results. Based on this modeling and as shown in Table 3.3-4, it is estimated that for nonattainment pollutants construction would generate up to 47 lb/day of VOC, 72 lb/day of NO_X, 22 lb/day of PM_{10}, and up to 13 lb/day of $PM_{2.5}$. These maximum daily emissions levels would not exceed the trigger levels listed in Table 3.3-3, and would, therefore, not contribute to an exceedance of any NAAQS or CAAQS nor lead to any adverse health impacts.

Table 3.3-4 Maximum Daily Construction Emissions of Criteria Air Pollutants and Precursors

Construction Year	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day
2023	8.5	72	57	<1	22	13
2024	47	60	67	<1	3	3
Maximum Daily Emissions	47	72	67	<1	22	13
SDAPCD Thresholds of Significance	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Source: City of San Diego 2016a

Notes: VOC = volatile organic compounds; CO = carbon monoxide; SO_X = oxides of sulfur; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; lb/day = pounds per day; SDAPCD = San Diego Air Pollution Control District.

Long-Term Operational Related Criteria Air Pollutants and Precursors

Project operations would result in the generation of emissions of criteria air pollutants and precursors. Mobile-source emissions would be generated from employee's commute vehicles traveling to and from the project site, delivery and maintenance vehicles, as well as vehicles used by hotel guests and restaurant patrons. As identified in Section 3.17, "Transportation," the project would generate an estimated 835 daily vehicle trips, 379 for the lodging and 456 for bar, restaurant, and café uses.

Project operation would result in the generation of long-term operational emissions of VOC, NO_X, PM_{10} and $PM_{2.5}$, CO, and SO_X as a result of area-wide, energy, mobile, and off-road sources. Area-wide and energy sources would include the periodic application of architectural coatings and the generation of VOCs from the use of consumer products. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by employee commute trips, and other associated vehicle trips (e.g., deliveries, visitors).

Table 3.3-4 summarizes the operational emissions of criteria air pollutants and precursors during the first operational year of the Project, 2025. Emissions were calculated using CalEEMod and are based on the proposed land use type

and number of trips (Appendix B). For the purpose of modeling emissions associated with natural gas usage and area sources at the Project in CalEEMod, the 'motel' land use was used and two PODs were assumed to be equivalent to one motel room, while one family room was assumed to be equivalent to one motel room. These assumptions are considered conservative, as a motel room typically accommodates from one to four occupants, and so the energy and water consumption, and associated emissions, would be roughly equivalent to either one family room or two PODs at the Project. As shown in Table 3.3-4, Project operational-related emissions would not exceed the applicable thresholds of significance, nor would emissions result in adverse health impacts affecting nearby receptors.

Table 3.3-5 Operational Emissions of Criteria Air Pollutants and Precursors (2025)

Source Type	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Area Sources[a]	0.7	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile (Vehicle Trips)[b]	1.0	3.3	8.2	<0.1	2.2	0.6
Natural Gas Usage	<0.1	0.8	0.6	<0.1	<0.1	<0.1
Total	**1.8**	**4.1**	**8.9**	**<0.1**	**2.3**	**0.7**
SDAPCD Thresholds of Significance	**75**	**250**	**550**	**250**	**100**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; lb/day = pounds per day; tons/year = tons per year; SDAPCD = San Diego Air Pollution Control District; N/A = not applicable.

a. Area-source emissions include emissions from the application of architectural coatings as part of regular maintenance and consumer products.

b. Mobile-source emissions were estimated using average daily trips (ADT) calculated by the traffic analysis prepared for the project (Appendix G).

Source: Modeling conducted by Ascent Environmental in 2021

Summary

The levels of criteria air pollutants and precursors generated during project construction and operation would not exceed the applicable mass emission thresholds based on SDAPCD trigger levels. Therefore, Project-related emissions would not result in a cumulatively considerable net increase of any criteria pollutant for which the SDAB is in nonattainment with the CAAQS and NAAQS. In addition, the Project would not exacerbate or interfere with the region's ability to attain any health-based standards and would not cause adverse health impacts related to criteria air pollutant emissions. Therefore, this would be a **less-than-significant** impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact. Sensitive receptors include land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and the potential for increased and prolonged exposure of individuals to pollutants. The Project is in a commercial and industrial area with development consisting of the Port Administration Building and airport-related commercial uses, including car rental offices, private general aviation services, airport parking, and service stations. East of the adjacent railroad corridor and I-5 freeway lies a residential area composed of single- and multi-family homes, along with various neighborhood bars and retail stores interspersed throughout. The closest receptors to the project site are occupants of the single-family and multi-family residences on India Street, which lie approximately 700 feet east of the Project site, and at a higher elevation than the Project site.

The potential cancer risk from inhaling diesel PM outweighs the potential for all other diesel PM–related health impacts (i.e., noncancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2015). With regards to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. Thus, the risks estimated for an exposed individual are

higher if a fixed exposure occurs over a longer period. According to the Office of Environmental Health Hazard Assessment, when a Health Risk Assessment is prepared to analyze exposure of sensitive receptors to selected compounds, exposure of sensitive receptors to TAC emissions should be based on a 70- or 30-year exposure period; however, such assessments should be limited to the duration of activities associated with the proposed project if emissions occur for shorter periods (OEHHA 2015:5-23, 5-24).

Construction

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment. In addition, it is estimated that construction activities would require approximately 50 truck trips over the duration of construction. These truck trips would not occur in a single day and would not be concentrated in the vicinity of sensitive receptors for an extended period of time. Construction activities would occur at a minimum of 700 feet away from the nearest sensitive receptor (i.e., the residences on India Street, east of I-5). Construction activities would occur at varying locations on site and would occur at least 700 feet from the nearest sensitive receptor over a short duration of construction activity. Studies show that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source (Zhu et al. 2002). These studies illustrate that receptors must be near emission sources for a long period to experience exposure at concentrations of concern.

Based on emissions modeling, maximum daily emissions of exhaust $PM_{2.5}$, which is the largest, most toxic component of combustion exhaust PM and is thus used as a surrogate for diesel PM, would not exceed 13 lb/day during construction (see Table 3.3-4). This is well below the 55 lb/day threshold, as outlined above in Table 3.3-3. Moreover, as noted above, construction was assumed to occur over a 12-month period, which is an extremely short exposure timeframe.

Considering the highly dispersive properties of diesel PM, the relatively low mass of diesel PM emissions that would be generated at any single location during project construction, and the relatively short period during which diesel PM–emitting construction activities would take place, as well as the fact that the nearest sensitive receptor is at least 700 feet away and east of I-5, construction-related emissions would not result in sensitive receptors being exposed to a substantial concentration of TACs and would not result in an increased risk of adverse health impacts.

Operations

Project operations would result in the long-term emissions of diesel PM at nominal levels from project-generated vehicle trips. In particular, diesel-powered trucks associated with the proposed Project activities, particularly delivery vehicles supporting hotel, restaurant, and café operations, could emit diesel PM at the Project site. However, the frequency of delivery trips to and from the Project site by diesel-powered heavy duty trucks would occur on an intermittent basis (conservatively assumed to be up to 20 trips per day based upon the assumed number of guests served by the hotel and associated amenities). Based on CARB's Air Quality and Land Use Handbook, distribution centers with truck volumes of 100 trucks per day can expose sensitive receptors to exacerbated health risks (CARB 2005). The daily truck trips anticipated to be generated by the project would be well below this reference level. It should also be noted that the California Air Resources Board and other applicable regulatory agencies either have adopted or are working to adopt regulations to phase out older diesel emitting trucks and promote the use of zero emissions or near zero emissions trucks. As those regulations are implemented, diesel PM emissions associated with the Project, while already low given the minimal number of diesel PM emissions sources associated with the Project, will continue to diminish. As a result, operation of the Project would not result in a substantial increase in concentrations of diesel PM at or near the Project site. Thus, operational TACs would not expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a health hazard index greater than or equal to one.

Summary

Due to the dispersive properties of diesel PM, the relatively low mass diesel PM emissions that would be generated in one place during the construction and operation of the Project, the relatively short construction period, and the closest sensitive receptors being at least 700 feet away and east of I-5, Project-related TACs would not expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a health hazard index of 1.0 or greater. As a result, the Project would not expose sensitive receptors to quantities of pollutants greater than

significance thresholds and no significant risk of adverse health impacts would result from exposure. This impact would, therefore, be **less than significant** and no mitigation would be required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-significant impact. The Port Administration Building, which is adjacent to the Project site, is the nearest location where a substantial number of people could be present at a given time, and the occupants of the building spend most of their time indoors. Odors from the use of heavy-duty diesel equipment during Project construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Therefore, Project construction is not anticipated to result in an odor-related impact. Project operations would not include activities that typically generate odors, such as those associated with wastewater treatment facilities, sanitary landfills, composting facilities, petroleum refineries, chemical manufacturing plants, or food processing facilities. Activities associated with the Project, including hotel and restaurant operations and events for guests and the public such as private parties, beverage tastings, and workout classes, would be limited and would not generate odors affecting a substantial number of people. Occupants of the building adjacent to the Project site spend most of their time indoors and would not be affected by objectionable odors on an ongoing basis. Implementation of the Project would therefore not result in exposure of a substantial number of people to objectionable odors. Thus, this impact would be **less than significant**, and no mitigation is required.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
a) 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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

This section describes biological resources on the Project site and evaluates potential impacts to these resources as a result of Project implementation. To determine the biological resources that may be subject to impacts from the Project, Ascent biologists conducted a biological reconnaissance visit on December 9, 2020 and reviewed several existing data sources including:

- California Natural Diversity Database (CNDDB) record search of the La Jolla, La Mesa, Point Loma, National City, and Imperial Beach U.S. Geological Service 7.5-minute quadrangles (CNDDB 2020);
- California Native Plant Society, Inventory of Rare and Endangered Plants of the La Jolla, La Mesa, Point Loma, National City, and Imperial Beach U.S. Geological Service 7.5-minute quadrangles (CNPS 2020);

- U.S. Fish and Wildlife Service Information for Planning and Consultation project planning tool (IPaC) (USFWS 2020); and
- California Wetlands Monitoring Workgroup EcoAtlas (CWMW 2020).

VEGETATION AND HABITAT TYPES

The Project site is in a highly developed area near SDIA and surrounding airport-related commercial and industrial development and does not contain natural terrestrial habitat. The Project site is predominantly flat with approximately one to three feet in elevation change across the site. Existing vegetation on the Project site consists of ornamental landscaping trees and shrubs. Vegetation adjacent to the Project site consists of ornamental street trees and sidewalk landscaping along Pacific Highway. The sloped bank of the railroad berm located immediately adjacent to the Project site contains ornamental vegetation and nonnative plant species. Trees and shrubs within and adjacent to the Project site include fig (*Ficus* sp.), queen palm (*Syagrus romanzoffiana*), Mexican fan palm (*Washingtonia robusta*), Canary Island pine (*Pinus canariensis*), carrotwood (*Cupaniopsis anacardioides*), Australian willow (*Geijera parviflora*), Russian thistle (*Salsola* sp.), bank catclaw (*Acacia redolens*), and great bougainvillea (*Bougainvillea spectabilis*).

SPECIAL-STATUS SPECIES

Special-status species are plants and animals in the following categories:

- listed or proposed for listing as threatened or endangered under the federal Endangered Species Act or candidates for possible future listing;
- listed or candidates for listing by the State of California as threatened or endangered under the California Endangered Species Act;
- listed as rare under the California Native Plant Protection Act;
- listed as Fully Protected under the California Fish and Game Code;
- identified by California Department of Fish and Wildlife (CDFW) as species of special concern;
- taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR). The CDFW system includes six rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:
  - CRPR 1A - Plants presumed to be extinct in California;
  - CRPR 1B - Plants that are rare, threatened, or endangered in California and elsewhere;
  - CRPR 2A - Plants that are presumed extirpated in California, but more common elsewhere;
  - CRPR 2B - Plants that are rare threatened, or endangered in California, but more common elsewhere.
  - CRPR 3 - Plants about which more information is needed (a review list); and
  - CRPR 4 - Plants of limited distribution (a watch list).

  All plants with an assigned CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used by CDFW to refer to all of the plant taxa inventoried in CDFW's CNDDB, regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, 2A, and 2B may qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380. CDFW recommends that potential impacts to CRPR 1 and 2 species be evaluated in CEQA documents. In general, CRPR 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380. However, these species may be evaluated by the lead agency on a case-by-case basis. For this analysis, CRPR 3 and 4 species are not included because the Project site does not contain any natural habitats and therefore does not contain suitable habitat for any CRPR 3 and 4 plant species.

- considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or
- otherwise meets the definition of rare or endangered under CEQA Section 15380 (b) and (d).

The CNDDB is a statewide database, managed by CDFW that is continually updated with the location and condition of the state's rare and declining species. Although the CNDDB is the most current and reliable tool available for tracking occurrences of special-status species, it contains only those records that have been reported to CDFW. Therefore, it is possible that a rare plant or animal could be present on the property but not documented in the CNDDB.

Based on the reconnaissance survey and a review of existing data sources (CNDDB 2020, CNPS 2020, USFWS 2020), 49 special-status wildlife species and 73 special-status plant species are documented in the Project vicinity and have potential to occur on the Project site. Species ranges and habitat requirements were examined for these species. The Project site does not contain habitat suitable for any of the plant species and/or is not within the range of the species. No special-status plant species occur on the Project site. Refer to Appendix C for additional detail.

In urban areas within San Diego County, some species of bats may use buildings for day, maternity, or night roosts (Tremor et al. 2017). Bats may roost in abandoned or little-used structures in wall sections, behind fascia, in spaces between vaulted interior ceiling and roofing materials, and in similar enclosed spaces that provide thermal protection. Bats may forage in riparian areas along the San Diego River, along channelized waterways, in wooded urban parks or neighborhoods, in urban landscaped areas, and around artificial lights. Foraging areas are limited within the immediate vicinity of the Project site, and the San Diego River is located approximately 2.5 miles north of the Project site. Species of bats known to roost in buildings or structures in urban and suburban areas within San Diego County include Mexican free-tailed bat (*Tadarida brasiliensis*) and big brown bat (*Eptesicus fuscus*). Neither Mexican free-tailed bat nor big brown bat is considered a special-status species; however, maternity bat roosts can be considered an important biological resource because bat species reproduce very slowly. The vacant portion of the Annex building within the Project site could provide potential roost habitat for Mexican long-tongued bat (*Choeronycteris mexicana*), a special-status species, and common bat species.

The landscape trees and shrubs could provide suitable nesting habitat for native bird species that do not have a special-status designation but are afforded protection under state and federal law. No other special-status wildlife is expected to occur on the Project site because of lack of suitable habitat.

3.4.2 Discussion

a) 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 Wildlife or the U.S. Fish and Wildlife Service?

Less-than-significant impact with mitigation incorporated. Ground disturbance and staging associated with the Project is located within developed land (e.g., existing building, paved parking lot) and, as previously explained, there are no special-status plants on the Project site. Therefore, the Project would have no impact on special-status plant species.

Similarly, most special-status wildlife species are not expected to occur on the Project site because the site does not contain suitable habitat. However, Mexican long-tongued bat and other common bat species could roost in the buildings and pedestrian bridge, and native bird species, which are protected under state law, could nest in the landscaping vegetation on the site.

Nesting Birds

Project construction activities during the bird breeding season (generally February 1 through September 15), including demolition, micro piledriving, and presence of construction equipment and crews, could generate noise and visual stimuli that may result in disturbance to active bird nests, if present, potentially resulting in nest abandonment or forced fledging and subsequent loss of fertile eggs, nestlings, or juveniles. Project construction would also include removal of ornamental landscape trees and shrubs and therefore has the potential to result in direct removal of bird nests. The Migratory Bird Treaty Act (MBTA) makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers, or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Nevertheless, because destruction of any listed migratory bird nest is a violation of the MBTA and Sections 3505, 3503.5, and 3800 of the California Fish and Game Code also prohibit the take, possession, or destruction of birds, their nests, or eggs, Mitigation Measure BIO-1 is proposed to require compliance with these regulations and avoid loss of common nesting birds. Before construction activities would be permitted to occur during bird breeding season, Mitigation Measure BIO-1 would require that any active nests in the construction area or vicinity be identified and avoided or monitored so that nest abandonment and loss of eggs or young would not occur.

Special-Status and Common Bat Species Roosts

Mexican free-tailed bat and big brown bat could use the vacant portion of the Annex building or the underside portion of the pedestrian bridge over Pacific Highway that connects to the Annex building for temporary stopover or day or night roost habitat; however, use of these areas for a maternity colony is unlikely because the potential roost habitat is in a highly disturbed urban area and suitable high quality foraging habitat does not occur on the Project site or vicinity. Therefore, the resources necessary to support a maternity colony for Mexican free-tailed bat and big brown bat are not present in the Project site or vicinity.

Mexican long-tongued bat, a CDFW species of special concern, could use the vacant portion of the Annex building or the underside portion of the pedestrian bridge over the Pacific Highway that connects to the Annex building for temporary stopover or day or night roost habitat. This bat species feeds on nonnative plants used for landscaping, particularly nectar producing exotic plants and is also known to feed at hummingbird feeders. Mexican long-tongued bat could feed on landscaping plants in the Project vicinity such as palm tree blooms, bird of paradise, banana plant, agaves, cacti, and bottlebrush. Mexican long-tongued bat has been detected in the San Diego area mainly between mid-September and February and there is no evidence that this species breeds in the San Diego area.

Several other special-status bat species, including western red bat (*Lasiurus blossevillii*), western yellow bat (*Lasiurus xanthinus*), and western mastiff bat (*Eumops perotis californicus*) could occur in the larger Project vicinity, and are documented in the CNDDB within the search area. These species could occur in the riparian areas along the San Diego River and could forage on the limited vegetation in the Project site, but these species are not expected to roost long-term in the Project site. Western mastiff bat could potentially use the vacant Annex building or palm trees in the Project site, and western red bat and western yellow bat could use the landscape trees in the Project site and vicinity as temporary or stopover roost habitat for a night, particularly if they are foraging in the vicinity. This would likely be limited to single individuals. However, the potential is low and would be limited and highly incidental because the Project site is not within the preferred habitats of these species. In addition, these special-status bat species are highly sensitive to human disturbance and the developed and highly disturbed setting of the surrounding urban area would likely preclude them from occurring on the Project site. Therefore, removal of the landscape trees and reuse of the Annex building would have no impact on western red bat, western yellow bat, and western mastiff bat or their roosts.

The Project includes construction of a second story on the Annex building and expansion of the existing roof on the west and south sides. Construction-related disturbance associated with reuse and structural improvements of the Annex building could result in the loss of Mexican long-tongued bat or other common cavity-roosting bat colonies, in the unlikely event roosts were present. Project activities adjacent to the area under the portion of the pedestrian bridge that connects to the Annex building could also result in adverse indirect impacts through increased noise and human disturbance to roosts on the underside of the pedestrian bridge, in the unlikely event roosts were present. Roosts were not observed during the reconnaissance survey of the project site. In addition, maternity season (summer) is considered the most sensitive period for roosting bats, and disturbance to roosts during this time can adversely affect bats. Because

Mexican long-tongued bat occurs in the San Diego area primarily during the fall and winter, outside of the sensitive maternity season, roosts are not expected to occur on or near the Project site and construction activities would not adversely affect this species. In conclusion, the Project site is located in an urban area with limited foraging habitat and the vacant Annex building provides low-quality artificial, temporary roost habitat for Mexican long-tongued bat and other common cavity-roosting bats. Moreover, Mexican long-tongued bat are not known to occur in the San Diego area during their sensitive maternity season. Therefore, the unlikely loss of potential non-maternal roost habitat would be a **less-than-significant** impact.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No impact. The Project site is located within developed areas and contains landscaped vegetation and nonnative weeds. The Project site does not contain sensitive natural communities (e.g., riparian habitat, vernal pools). **No impact** on sensitive natural communities would occur, and no mitigation is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. The Project site does not contain any wetland, stream, or other aquatic habitat that could be considered jurisdictional waters of the United States or state. All Project activities would take place within previously developed areas. Therefore, **no impact** to wetlands or other waters of the United States or state would occur, and no mitigation is required.

d) 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?

No impact. The Project site is located within an urban setting (see Figure 2-2) with developed land cover and contains landscaped vegetation. This urban and disturbed setting does not support native wildlife nursery sites. The Project would not alter any existing wildlife corridor and would not interfere with the movement of migratory fish or wildlife species. Therefore, **no impact** on the movement of native resident or migratory fish or wildlife species, movement corridors, or native wildlife nursery sites would occur, and no mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-significant impact. The Project is not in conflict with any Port Master Plan policies regarding the protection of biological resources and is consistent with BPC Policy No. 713, Tenant Landscaping Improvements and Maintenance, including Appendix A to BPC Policy No. 713, Landscape Development Manual: Guidelines and Standards for Landscape Improvement and Maintenance (San Diego Unified Port District 2009).

The Project would result in removal of existing and planting of new street trees within the public right-of-way as defined by San Diego Municipal Code 62.0600. The San Diego Municipal Code (Section 62.0601, "Planting on City Streets – Definition") defines the word "street" to be any public street, public way, public alley, public lane or parkway upon or along any public street or public way. There are nine existing nonnative ornamental street trees along the Project site's Pacific Highway frontage, most of which are palm trees. Removal of existing trees and planting of new street trees would require approval from the City of San Diego. The Project application for removal of street trees shall include a detailed site plan that describes the replanting of street trees consistent with the community's street tree plan or match the existing species in the community. All new trees installed must conform to the City's Landscape Regulations and Standards. Because the Project would comply with City of San Diego requirements for removal and planting of new street trees it would not conflict with any local policies or ordinances protecting biological resources. This is a **less-than-significant** impact, and no mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The Project falls within the boundary of the San Diego Multiple Species Conservation Program but the City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan does not identify the Project site or surrounding area as being within the Multiple Habitat Planning Area. In addition, the District is not subject to the MSCP. As a result, it would not conflict with the provisions of any such plan. The District also has an approved San Diego Bay Integrated Natural Resources Management Plan (INRMP), which was prepared to ensure the long-term health, restoration, and protection of the San Diego Bay's ecosystem in concert with the bay's economic, Naval, navigational, recreational, and fisheries needs. The Project would not conflict with the INRMP because it is located on an existing developed area approximately 0.5 mile inland from San Diego Bay and would not result in any adverse effects to the ecosystem of San Diego Bay. Therefore, the Project would result in **no impact**, and no mitigation is required.

REQUIRED MITIGATION MEASURES

The following mitigation measure would require compliance with MBTA and Sections 3505, 3503.5, and 3800 of the California Fish and Game.

BIO-1: Avoid Direct Loss and Disturbance of Nesting Protected Birds

- For Project construction activities, including tree or vegetation removal, that begin between February 1 and September 15, a qualified biologist shall conduct preconstruction surveys to identify active bird nests on and within 50 feet of the Project site. The surveys shall be conducted no more than 14 days before construction commences. If no active nests are found during focused surveys, no further action under this measure shall be required.
- If nests are identified during the preconstruction surveys, impacts to nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction surveys. Buffer distances shall be established by a qualified biologist using available protocols published by State or federal agencies with jurisdiction over the observed species, or if no protocols are available, then based on the professional judgment and discretion of the qualified biologist. Project activity shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

RECORDS SEARCH

A cultural resources records search was obtained from the South Coastal Information Center (SCIC), which is located at San Diego State University and is part of the California Historical Resources Information System. The records search provides for identification of previously documented resources within and near the Project site. The records search revealed that a total of 33 cultural resources surveys have been conducted within a quarter-mile radius of the Project site. Of these, 10 have covered at least some portion of the site. Within a quarter-mile radius of the Project site, the record search revealed the presence of 35 previously recorded resources; of these, 28 are built-environment architectural features and seven are historic-period archaeological sites (primarily trash scatters and abandoned railroad grades). No prehistoric or historic-period archaeological sites have been recorded on the Project site or within the search radius. Only one previously recorded built-environment feature is located within or immediately adjacent to the Project site; P-37-015554 is the footbridge that crosses over the Pacific Highway from the existing Annex Building on the Project site and has been evaluated as not eligible for either the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP).

HISTORICAL RESOURCES EVALUATION

Because the Project site consists of harbor fill and is entirely developed with buildings and pavement, a site visit was not conducted to identify archaeological resources. Ascent conducted a survey of the Project site for built-environment historical resources. Ascent inventoried and evaluated the District Administration Building and the existing Annex Building under CRHR and NRHP criteria to determine if the Project has the potential to cause a substantial adverse change to historical resources under CEQA. The results are documented in the Historic Resource Evaluation Report provided in Appendix D. Note that Appendix D refers to the existing Annex Building as the former Budget Rental Car building. The evaluation concluded that the buildings do not appear to meet the criteria for listing on either of the registers, because of a lack of significance and compromised physical integrity that precludes direct association to the historic period (Appendix D; Ascent 2021)

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No impact. The existing buildings on the Project site have been found ineligible for listing as a historical resource, as they do not meet the criteria for listing in the CRHR or the NRHP. They do not meet the definition of a historical resource pursuant to CEQA due to a lack of significance and compromised physical integrity that precludes direct association to the historic period. Therefore, there would be **no impact** to historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-significant impact with mitigation incorporated. The SCIC records search did not reveal any previously identified prehistoric or historic-period archaeological resources on the Project site; 7 historic-period archaeological sites were identified in the quarter-mile search radius. These 7 sites consist primarily of industrial refuse, roadways, and water conveyance systems; these 7 sites in a quarter-mile radius of the project show the potential for additional historic-period archaeological sites to be discovered within the project site. Because the Project site is situated on harbor fill it is unlikely that it contains prehistoric archaeological resources. However, given the history of the Project site and the proximity to the railroad line, there is a potential that historic-period archaeological resources could be unearthed during ground-disturbing construction activities. Damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5 would be a potentially significant impact. Mitigation Measure CUL-1 is proposed to reduce impacts to archaeological cultural resources to a **less-than-significant** level by requiring (1) a halt to nearby construction and an evaluation of any historic-period archaeological resources are discovered and (2) consideration of preservation options and proper curation if significant artifacts are recovered.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less-than-significant impact. There are no known cemeteries or burials on the Project site or immediate area. However, because ground disturbing activities associated with Project construction would occur, there is potential to encounter buried human remains or unknown cemeteries in areas with little or no previous disturbance.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in Public Resources Code (PRC) Section 5097.94.

Compliance with California Health and Safety Code Section 7050.5 and California PRC Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

REQUIRED MITIGATION MEASURES

The following mitigation measure would reduce the potentially significant impact to archaeological cultural resources to less than significant.

CUL-1: Unanticipated Discoveries of Archaeological Resources

Before initiation of ground disturbance, the project applicant shall design and implement a Worker Awareness Training Pamphlet that shall be provided to all construction personnel and supervisors who will have the potential to encounter cultural resources. The pamphlet shall describe, at a minimum:

- types of cultural resources expected in the project area;
- types of evidence that indicate cultural resources might be present (e.g., trash scatters; historic-era bottles);
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters bones or possible bones; and
- penalties for removing or intentionally disturbing cultural resources, such as those identified in the Archeological Resources Protection Act.

In the event that a historic-period archaeological site (such as concentrated deposits of bottles or bricks, amethyst glass, or other historic refuse), is uncovered during grading or other construction activities, all ground-disturbing activity within 50 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The District will be notified of the potential find and a qualified archaeologist shall be retained to investigate its significance. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable CRHR regulatory criteria. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), avoidance of the resource is the preferred treatment. If avoidance of the significant resource is not possible, the archaeologist shall work with the District to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. If necessary, the data recovery plan will include a research design that will be developed, based on the type and nature of the significant resource, to answer scientific questions about our past that is in the public interest. The data recovery plan will also be performed in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeology. If artifacts are recovered from significant historic archaeological resources, they shall be housed at a qualified curation facility. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, and analyzes and interprets the results.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources.

Petroleum: Petroleum products (gasoline, diesel, jet fuel) are consumed almost exclusively by the transportation sector, and account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (Bureau of Transportation Statistics 2015). Between January 2011 and August 2020, approximately 171.5 billion gallons of gasoline and diesel fuel were purchased in California (California State Board of Equalization 2020). Gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet specific formulations required by CARB (EIA 2018).

Natural Gas: Almost two-thirds of California households use natural gas for home heating, and about half of California's utility-scale net electricity generation is fueled by natural gas (EIA 2018).

Electricity and Renewables: The California Energy Commission (CEC) estimates that 34 percent of California's retail electricity sales in 2018 will be provided by Renewables Portfolio Standard (RPS)-eligible renewable resources such as solar and wind (CEC 2019a). Additionally, the CEC's Energy Efficiency Action Plan (CEC 2019b) focuses on energy efficiency savings in new and existing buildings and reducing greenhouse gas (GHG) emissions and provides strategy recommendations for realizing these goals. The 2019 Energy Efficiency Action Plan is separated into three goals that drive energy efficiency: doubling energy efficiency savings by 2030, removing and reducing barriers to energy efficiency in low-income and disadvantaged communities, and reducing GHG emissions from the buildings sector.

Alternative Fuels: Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity, and others). Use of alternative fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, Assembly Bill [AB] 32 Scoping Plan).

ENERGY FACILITIES AND SERVICES IN THE COUNTY

- Electric and natural gas services in San Diego county is provided by the San Diego Gas and Electric Company (SDG&E), a subsidiary of Sempra Energy. SDG&E operates electricity and natural gas infrastructure in the county, including power lines, power plants, pipelines, and substations. As of 2018, SDG&E procured 44 percent of its electricity from renewable sources (CEC 2019c). This project would receive electricity services only from SDG&E.

3.6.2 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-significant impact. Thresholds that define when energy consumption is considered wasteful, inefficient, or unnecessary have not been established in federal or state law or in the State CEQA Guidelines. Compliance with the California Energy Code would result in energy-efficient buildings. However, compliance with building codes alone does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the Project site. The nature of the Project, which has been specifically designed as a low-consumption, environmentally friendly lodging facility, would result in further efficiency beyond California Energy Code standards. Energy use is discussed further below.

Construction

Energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the Project would be nonrecoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with construction worker commute trips and vendor haul truck trips.

The energy consumption associated with Project construction by year was estimated using CalEEMod Version 2016.3.2, and supplemented with vehicle and off-road equipment fuel consumption determined using CARB's Emissions Factor (EMFAC) and Off-Road Inventory Online (ORION) models. Most of the construction-related energy consumption would be associated with off-road equipment and the transport of equipment and waste using on-road haul trucks for all phases of construction. An estimated 88 gallons of gasoline and 210,387 gallons of diesel fuel would be used during Project construction (Appendix B).

The energy needs for construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption for construction would be typical of that associated with similar facilities. Automotive fuels would be consumed to transport construction workers and materials to and from the Project site. Energy would be required for construction elements and transport of construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with the Project would be nonrecoverable. However, energy efficiency would be maximized through the enforcement of idling requirements and State fuel efficiency standards and thus, the energy consumption associated with Project construction would not occur in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

Operational

The Project would increase electricity and natural gas consumption in the region relative to existing conditions. However, the new facilities would, at a minimum, comply with 2019 California Energy Code standards, CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The 2019 California Energy Code applies to projects constructed after January 1, 2020. The redevelopment of the southern half of the existing Annex Building would make that portion of the building consistent with current Energy Code (2019 version at a minimum). The Annex building was constructed in 1959 so the redevelopment would significantly improve the energy efficiency of that portion of the building. Table 3.6-1 summarizes the estimated energy consumption associated with construction and the first full year of operations in 2025. These estimates are based on modeling using CalEEMod Version 2016.3.2 (CAPCOA 2016), supplemented with vehicle and off-road equipment fuel consumption determined using CARB's EMFAC and ORION models, which was also used to estimate emissions for the air quality and GHG analyses.

Table 3.6-1 Annual Construction and Operational (2025) Energy Consumption

Energy Type	Annual Energy Consumption	Units
Operations		
Electricity from the Grid	658	MWh/year
Natural Gas	2,965	MMBtu/year
Gasoline	40,762	gal/year
Construction		
Gasoline[a]	88	gallons
Diesel	210,387	gallons

Notes: MWh/year = megawatt-hours per year; MMBtu/year = million British thermal units per year; gal/year = gallons per year

[a] Consumption by worker commute trips

Source: Calculations performed by Ascent Environmental in 2021.

California Energy Code standards for, at a minimum, 2019 would be integrated into the Project to reduce the Project's energy demands. The Project would also encourage reduced fuel consumption by providing shared transportation services, including scooters and bicycles, as well as being located near public bus and trolley lines. Energy efficiency would also be inherent in the design of the Project. PODs are small, temporary lodging spaces that are intended to maximize space and energy efficiency. In addition, the Project's gasoline and diesel consumption would be subject to State and federal regulations regarding fuel efficiency standards for vehicles. For these reasons, the Project's operational consumption of electricity would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant. Relevant plans that pertain to the efficient use of energy include the Energy Efficiency Action Plan, which focuses on energy efficiency for buildings (CEC 2019b) and the District's CAP which includes strategies to reduce GHG emissions. Additional information on the CAP is provided in Section 3.8, Greenhouse Gas Emissions.

SANDAG's Regional Energy Strategy (RES) serves as an energy policy blueprint for the region through 2050. It established long term goals in eleven topic areas including energy efficiency, renewable energy, distributed generation, transportation fuels, land use and transportation planning, border energy issues, and the green economy. Using the strategies as guiding principles and taking into consideration the myriad of policy measures recommended across the energy topics, six early actions were identified to focus on in the near term. These include building retrofit programs, financing programs, energy savings at government buildings and in communities, land use and transportation strategies that reduce energy use and GHG emissions, electric vehicle and alternative fueling infrastructure, and use of reclaimed water. In 2014, a technical update of the RES was completed to inform development of San Diego Forward: The Regional Plan. This technical update demonstrates progress toward attaining the RES goals, updates existing conditions and future projections data, and recommends priorities for moving forward. The RES is not an adopted plan or policy document; rather it is a strategy framework that was accepted by the SANDAG Board of Directors. As such, it does not represent a state or local plan for renewable energy or energy efficiency. However, it is included here for completeness as it is a local resource focused on energy.

The Project would be designed to meet all applicable California Energy Code standards, which establish minimum standards related to various building features, including appliances, water and space heating and cooling equipment, building installation and roofing, and lighting. Energy to meet the Project's electricity demand would be provided by SDG&E, which is subject to meeting California's RPS. SDG&E is required to increase procurement from eligible renewable energy resources to 44 percent of retail sales by December 31, 2024; 52 percent of retail sales by December 31, 2027; and 60 percent of retail sales by December 31, 2030 (SDG&E 2018). The Project would also encourage reduced fuel consumption by providing shared transportation services, including scooters and bicycles, as

well as being located near public bus and trolley lines. Energy efficiency would also be inherent in the design of the Project. PODs are small, temporary lodging spaces that are intended to maximize space and energy efficiency. For these reasons, the Project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency. Therefore, this impact would be **less than significant**.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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 a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) 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?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Environmental Setting

The Geology and Soils environmental setting is summarized from the geotechnical investigation report (Appendix E) and the structural evaluation report prepared for the Project (GPI 2019; JLA 2019). These documents, along with publicly available information, are incorporated into this section. The Project site is located on the eastern edge of the former marshland of San Diego Bay which has been reclaimed for the construction of SDIA, with San Diego Bay now located approximately 2,800 feet south of the site (National Environmental Title Research 2021). The former mean

high tide line ran directly through the middle of the current Annex building in a southeast-northwest direction (District 2009).

The Project site consists of imported fill material of undocumented hydraulic origin and generally consists of relatively clean sands placed over bay deposits. Fill was imported from other sources for the upper elevations.

Undocumented artificial fills were encountered in the borings to depths of 3 to 10 feet below existing grades (GPI 2019). These artificial fills lie over Paralic Estuarine Deposits and Old Paralic Deposits (formerly referred to as Bay Point Formation). The Holocene-age Paralic Estuarine Deposits are bay deposits which were encountered in the western portion of the building. The upper 2 feet consisted of unconsolidated soft clays over loose to medium dense sands with interbedded silts. The underlying Pleistocene-age Old Paralic Deposits were encountered at depths ranging from 1-½ to 20 feet below existing grade and consist of layers of stiff to very stiff clays, very stiff claystone with varying degree of sand, and dense to very dense sandstone. Layers of conglomerate were encountered at a depth of approximately 32 feet.

The Project site is in a seismically active area and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults. While there are no active faults or Alquist-Priolo (AP) Earthquake Fault Zones on the Project site, several trending active faults are located to in the project vicinity, including the Rose Canyon, Newport-Inglewood, Elsinore, and San Jacinto (GPI 2019, City of San Diego 2008b). The San Andreas fault is located north and northeast, and the Coronado Bank and San Diego Trough faults are located to the west and southwest. The most significant fault close to the Project is the Rose Canyon Fault which is approximately 400 feet northeast of the site across I-5 and is the closest active fault to the Project site (GPI 2019; USGS 2021).

3.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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 a known fault? (Refer to California Geological Survey Special Publication 42.)

Less-than-significant impact. The City of San Diego Safety Study, Geologic Hazards and Faults, Sheet 20, does not identify the Project site as being within Hazard Category 11 (Active, Alquist-Priolo Earthquake Fault Zone) (City of San Diego 2008b). The nearest Alquist-Priolo Earthquake Fault Zones (portions of the Rose Canyon Fault) are approximately 750 feet northeast of the project site and 1000 feet west of the site (GPI 2021). Ground rupture due to faulting is not a hazard for the Project because no active faults or AP Zones traverse the site. Therefore, the Project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault. A **less-than-significant** impact would occur, and no mitigation is required.

ii) Strong seismic ground shaking?

Less-than-significant impact with mitigation incorporated. As with most of the southern California region, the Project site would be subject to strong ground shaking in the event of a major earthquake. There are many active fault zones throughout the Southern California region, but the two closest fault zones that are most likely to result in a seismic event that would cause ground shaking include the Rose Canyon fault zone and the Coronado Bank fault zone. At its nearest point the Rose Canyon fault zone is located approximately 400 feet northeast of the site, and the Coronado Bank fault is approximately 11.7 miles west of the site. Additionally, the Project site is in Seismic Zone 4, which is a designation previously used in the Uniform Building Code to denote the areas of the highest risk to earthquake ground motion (California Seismic Safety Commission 2005).

The Project would redevelop the southern half of the existing Annex Building into a hotel. The one floor addition to the existing structure and extension of the one-story structure and extension of the roof to the west and south would require the installation of pile foundations to support the new structural loads. Construction of the Project would be subject to the most recent California Building Code (California Code of Regulations [CCR] Title 24) as well as mitigation measure GEO-1, which requires compliance with the recommendations contained in the Project-specific geotechnical investigation report (see Appendix E). Compliance with the California Building Code and mitigation measure GEO-1 would ensure the structural and foundational integrity of the redeveloped building and that the Project does not directly or indirectly result in substantial adverse effects related to seismic ground shaking. The geotechnical investigation report and its recommendations would be reviewed by the City of San Diego during the building permit process to determine conformity with City and State standards, which are designed to reduce potential impacts resulting from seismic conditions. Through compliance with the California Building Code and implementation of Mitigation Measure GEO-1, the Project's impact associated with strong seismic ground shaking would be **less than significant with mitigation**.

iii) Seismic-related ground failure, including liquefaction?

Less-than-significant impact with mitigation incorporated. Liquefaction is the phenomena associated with ground shaking that results in the increase of pore pressures within the soil. As the pore pressure increases, the shear strength of the soil is reduced. If the pore pressure is sufficiently increased, the soil takes on a "liquid like" behavior. Three key characteristics are required for liquefaction to occur: liquefaction-susceptible soils, sufficiently high groundwater, and strong shaking. Consequences commonly associated with soil liquefaction include ground settlements, surface manifestations (sand boils), loss of strength, possible lateral ground movement typically referred to as lateral spreading, ground oscillations and lurching, and possible ground failure.

The site is not located in a Seismic Hazard Zone for liquefaction as the area has not yet been mapped by the State of California. The City of San Diego Seismic Safety Study (City of San Diego 2008b) indicates that the site is in a geologic hazard category for a high potential of liquefaction (Geologic Hazard Category 31) due to shallow groundwater, major drainages, or hydraulic fills.

Soils susceptible to liquefaction generally consist of loose to medium dense sands and nonplastic silt deposits below the groundwater table. The soil deposits below groundwater which underly the Project site are composed of Holocene-age Paralic Estuarine Deposits and Pleistocene-age Old Paralic Deposits. Results of a liquefaction assessment for the Project site indicate that sandy portions of the Paralic Estuarine Deposits the which were encountered from depths of approximately 10 to 20 feet below existing grades at the western portion of the building and from depths of approximately 10 to 15 feet below existing grades near the center portion of the building are potentially liquefiable. The clayey Paralic Estuarine Deposits and the dense Old Paralic Deposits are not considered liquefiable (GPI 2019).

Should liquefaction of these layers occur, the estimated magnitude of induced settlement would be on the order of 1-inch at the western portion of the Annex Building and on the order of ½-inch near the center of the Annex Building. Differential settlement due to liquefaction across 40 feet could be on the order of ½-inch within these portions of building. Due to the Annex building being supported on pile foundations into dense soil below the depths of liquefaction, the depths and thicknesses of the liquefiable soils layers make foundation bearing failure under the existing structures unlikely in the event of liquefaction. Additionally, the Project would adhere to the recommendations in the geotechnical investigation report in compliance with Mitigation Measure GEO-1 and in accordance with the current California Building Code to account for potential effects related to liquefaction. Liquefaction settlement has the potential to cause minor distress to the slab-on-grade floor which is not a life-safety issue and would be repaired after the event. For these reasons, impacts associated with liquefaction and seismic related ground failure would be **less than significant with mitigation**.

iv) Landslides?

No impact. Landslides generally occur in areas that lack vegetation and have steep slopes. The City of San Diego Safety Study, Geologic Hazards and Faults, does not identify the Project site as being within Hazard Category 21

(confirmed, known, or highly suspected landslide) or Hazard Category 22 (possible or conjectured landslide) (City of San Diego 2008b). In addition, no existing landslide areas are located adjacent to the Project site. Based on the relatively flat topography of the Project site, landslides are not anticipated to occur on or surrounding the Project. Therefore, **no impact** would occur with construction or operation of the Project. No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-significant impact. Construction of the Project would involve grading, excavation, micro piledriving, and other standard construction practices that could cause soil erosion or the loss of topsoil. However, the Project would be required to comply with the best management practices (BMPs) contained within the Stormwater Pollution Prevention Plan (SWPPP) developed for the Project. The development and implementation of the SWPPP would be a requirement of the National Pollutant Discharge Elimination System (NDPES) permit issued by the San Diego Regional Water Quality Control Board (RWQCB). The SWPPP would identify the BMPs needed to properly control erosion and siltation impacts during construction activities. For a complete analysis and discussion of the required stormwater measures, see Section 3.10, Hydrology and Water Quality.

During operation of the hotel, only landscaped areas would have exposed soil while the rest of the Project site would be developed with structures or pavement. The landscaped areas would be planted with drought tolerant plant species and shade trees which would limit the amount of exposed soil. Furthermore, a storm water treatment basin would be constructed at the southern end of the proposed parking lot and would include a depressed surface area to retain and filter storm water and help reduce erosion-related impacts. Drought tolerant plant species would be installed in the storm water treatment basin to reduce the amount of exposed soil. In addition, permanent BMPs identified in the Storm Water Quality Management Plan (SWQMP) developed for the Project would be installed to prevent loss of on-site soils (see Section 3.10, Hydrology and Water Quality, for more information on the SWQMP). With implementation of the SWQMP and the SWPPP, and the requirements identified in the Project's NDPES permit, soil erosion-related impacts during construction and operation of the Project would be **less than significant**. No mitigation is required.

c) 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?

Less-than-significant impact with mitigation incorporated. Refer to responses a) i — iv above. Landslides are not considered to be a hazard at the Project site. Although the Project site is located on Paralic Estuarine Deposits that are subject to liquefaction, the estimated magnitude of total settlement is small and the potential for associated lateral spreading and collapse is negligible. The Project would adhere to the recommendations in the geotechnical investigation report in compliance with mitigation measure GEO-1 and in accordance with the current California Building Code to account for potential adverse effects related to unstable soils including subsidence and liquefaction. For example, mitigation measure GEO-1 would require pile foundations to support the roof deck extension and potentially portions of the redeveloped building. The pile foundations would mitigate impacts associated with potentially liquefiable soils at the site. With implementation of Mitigation Measure GEO-1, the Project would be supported on deep foundations and would only be subject to approximately 1 inch of liquefaction, therefore, there would be no life-safety concern. The minor settlement could either be addressed by an engineered structural floor slab or repairs to the floor slab could be performed. This impact would be **less than significant with mitigation**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less-than-significant impact. Expansive soils are fine-grained soils (generally, high-plasticity clays) that can undergo a significant increase in volume with an increase in water content or, conversely, a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures that have been built on the soil. The Project site is underlain by fill materials, and Paralic Estuarine Deposits and Old Paralic Deposits below the fill materials. The fill materials encountered from depths of approximately 0 to 10 feet consist predominantly of silty sands with thinner layers of sandy silts both of which have a very low expansion

potential (GPI 2021). A layer of soft fat clay approximately 10 feet below the fill material and 2 feet thick is present at the west side of the building. This soil type possesses very high compressibility characteristics. However, given how thin the fat clay layer is and that it is beneath 10 feet of soils with very low expansion potential, it is not anticipated cause substantial direct or indirect risks to life or property. Expansive soils are not present near the ground surface of the Project site, and the silty and sandy soils that were encountered are not expansive. The direct or indirect risks to life or property from expansive soils would be **less than significant** and no mitigation is required.

e) 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?

No impact. The Project would connect to the existing sewer system and would not require the construction or operation of septic tanks or alternative wastewater disposal systems. As such, the Project would not result in impacts regarding inadequate soils to support septic systems. ***No impact*** would occur. No mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-significant impact. The Project site rests on artificial fill underlain by Paralic Estuarine Deposits and Old Paralic Deposits, which is a near-shore sedimentary deposit that dates from the middle to late Pleistocene, roughly 600,000 to 10,000 years ago. No known geologic features are present on the Project site, therefore no impact on unique geological features would occur.

Paralic Estuarine Deposits and Old Paralic Deposits were encountered on the Project site at depths ranging from 1-½ to 20 feet below existing grade. Paralic Estuarine Deposits and Old Paralic Deposits (formerly known as the Bay Point Formation) are assigned high resource sensitivity by the City of San Diego due to a variety of invertebrate and vertebrate fossils that have been previously found in the deposit (CGS 1975). The City of San Diego's CEQA Significance Determination Thresholds state that the potential significant impacts on Paralic Estuarine Deposits and Old Paralic Deposits could occur if Project-related activities reach depths greater than 10 feet and remove more than 1,000 cubic yards of soil (City of San Diego 2016a). However, based on the Paleontological Monitoring Determination Matrix monitoring is not required when grading on documented or undocumented artificial fill.

Project construction would require up to 6,000 square feet of excavation to install the storm water treatment basin and utilities. Construction activity would include trenching throughout the Project site for domestic and irrigation water lines, sewer lines, and dry utilities, including electrical, gas, cable, and phone lines. There would be up to 400 feet of trenching, approximately 2 feet deep, and excavation would reach depths of up to 10 feet. It is anticipated that up to 400 cubic yards of fill would be needed for backfilling. Project-related excavation activities would not trigger the City of San Diego's CEQA Significance Determination Thresholds because excavation would not surpass 10 feet in depth and would not remove more than 1,000 cubic yards of soil. Therefore, construction of the Project is not anticipated to adversely affect fossil sensitive soil deposits, and no paleontological monitoring is required. For these reasons, the Project would have a **less-than-significant** impact on paleontological resources, and no mitigation is required.

REQUIRED MITIGATION MEASURES

The following mitigation measure would reduce the potentially significant impacts related to geology and soils.

GEO-1: Compliance with Recommendations of the Geotechnical Study

Seismic Considerations

- A Site Class D is recommended for the site in accordance with the 2019 California Building Code.
- During a design earthquake, liquefaction induced settlement may occur in the western portion of the building extending to near the center of the building. Liquefaction induced settlements are estimated to be 1-inch or less.
- Differential settlement due to liquefaction across 40 feet could be on the order of ½ inch within the building.

Earthwork

- Removal/replacement of existing undocumented soils is recommended for new foundations.
- New footings along the eastern building wall may be extended into competent, natural formational material.
- Excavations and shoring systems should meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards.
- Subgrade soils should be scarified to a depth of 8 inches, moisture-conditioned, and compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557.
- Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557.
- Fills consisting of the on-site or imported sandy soils should be placed at a moisture content over the optimum moisture content.
- Moisture should be maintained in fill prior to placing new fill or at the subgrade surfaces or additional processing may be required.
- Imported fill material should be predominately granular and non-expansive.
- The on-site inert demolition debris when crushed to the consistency of aggregate base may be reused in the compacted fills provided approval is provided by the reviewing regulatory agency and the owner.
- A representative of the Geotechnical Engineer should observe excavations, subgrade preparation, and fill placement activities.
- Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils.
- Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of any additional fill.

Pile Foundations

- Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall.
- The pile foundations will mitigate against the potentially liquefiable soils at the site.
- Additional piles, if required, are recommended to be extended into the dense to very dense sandstone.
- Foundation contractor should be prepared for a range of drilling conditions, including shallow groundwater and caving soils.
- A representative of the Geotechnical Engineer should continuously observe the installation of the piles at the site.
- The final pile design for additional piles to retrofit the existing foundations should be reviewed by the Geotechnical Engineer.

Shallow Foundations

- Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings.
- Continuous footings or isolated column footings for structures should be supported on engineered fill or competent formational material.
- Soil resistance to lateral loads may use a combination of frictional resistance between the bottom of footings and underlying soils or aggregate base material and by passive soil pressures acting against the embedded sides of the footings without a reduction.

- A representative of the Geotechnical Engineer should observe and approve all footing excavations prior to placement of concrete and steel.
- Foundation concrete should conform to the requirements for negligible sulfate exposure for soil (Category S0) as outlined in ACI 318, Section 4.3.

Floor Slabs

- Repairs to the existing slab-on-grade floors, if required, should be supported on properly compacted, sandy non-expansive soils.
- A structurally reinforced floor slab will be required if the risk of liquefaction settlement to cause distress to the existing slab-on-grade floor in the center and eastern portion of the building is not acceptable.
- A moisture vapor retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.).

Retaining Walls

- Non-expansive, imported or on-site, granular soils is recommended to be used as wall backfill.
- Active earth pressures can be used for designing walls that can yield at least 1 inch laterally in 10 feet of wall height under the imposed loads.
- At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding.
- An additional lateral earth pressure should be added to the above active pressures for walls greater than 6 feet high to account for seismic loads.
- Walls subject to surcharge loads should be designed for an additional uniform lateral pressure based on the anticipated surcharge pressure.
- Wall backfill should be well-drained to relieve possible hydrostatic pressure or designed to withstand these pressures.

Storm Water Infiltration and Drainage

- Surface infiltration of storm water is not recommended at the site since the soils above the hard silts and clays consist of existing fills and potentially liquefiable soils.
- Positive surface gradients should be provided adjacent to structures so as to direct surface water run-off and roof drainage away from foundations and slabs
- Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

Flatwork and Pavements

- Exterior concrete and masonry flatwork should be supported on non-expansive, compacted fill.
- The use of the clayey soils within 2 feet of the flatwork subgrade should not be permitted unless differential heave is tolerable.
- Modifications of the parking lot may be consist of a pavement section of asphalt concrete over of aggregate base or portland cement concrete (PCC) over compacted subgrade.
- Aggregate base should conform to the requirements of California Department of Transportation Standard Specifications or the Standard Specifications for Public Works Construction (Green Book) for untreated base materials.
- The design of paved areas should incorporate measures to prevent moisture build-up within the base course which can otherwise lead to premature pavement failure.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing together (IPCC 2014: 5).

Climate change is a global problem. GHGs are global pollutants because even local GHG emissions contribute to global impacts. GHGs have long atmospheric lifetimes (one to several thousand years) and persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any particular GHG molecule is dependent on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration (IPCC 2013:467).The three primary GHGs discussed when quantifying GHG emissions in the context of climate change include CO_2, CH_4, and N_2O. Emissions of these gases are converted to a comparable unit by multiplying each non-CO_2 gas by their global warming potential (GWP), reporting emissions in terms of carbon dioxide equivalent (CO_2e). These equivalencies are typically represented as million metric tons of CO_2e ($MMTCO_2e$) and metric tons of CO_2e ($MTCO_2e$). CH_4, for example, with a GWP of 25 based on the Intergovernmental Panel on Climate Change Fourth Assessment Report, can trap 25 times as much heat in the atmosphere as the same quantity of CO_2, thus the heat trapped in the atmosphere by one metric ton (MT) of CH_4 is equivalent to that trapped by 25 metric tons of CO_2 or 25 $MTCO_2e$. This conversion to CO_2e allows consideration of all gases in comparable terms and makes it easier to communicate how various sources and types of GHG emissions contribute to global climate change.

GHG inventories provide a detailed accounting of the sources and quantities of GHG emissions generated from activities. For example, at the State level, CARB prepares regular GHG inventories for a defined set of gases that contribute to climate change. In 2014, the statewide total quantity of GHGs emitted was 443 $MMTCO_2e$ (CARB 2014). At the local level, total GHG emissions in unincorporated San Diego county during 2014 were 3.2 $MMTCO_2e$ (County of San Diego 2014).

3.8.2 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-significant impact. The issue of global climate change is inherently a cumulative issue, because the GHG emissions of an individual project cannot be shown to have a material effect on global climate. Thus, the level of GHG emissions associated with implementation of the project is addressed as a cumulative impact.

The State CEQA Guidelines require lead agencies to describe, calculate, or estimate the amount of GHG emissions that would result from a project, and emphasize the necessity to determine potential climate change effects of a project and propose mitigation, as necessary. The Guidelines do not recommend a specific analysis methodology or quantitative criteria for determining the significance of GHG emissions. However, the Guidelines affirm the discretion of lead agencies to determine appropriate significance thresholds.

The District has not established quantitative significance thresholds for evaluating GHG emissions. The California Air Pollution Control Officers Association (CAPCOA) presented a 900 $MTCO_2e$ per year threshold in a white paper *titled CEQA and Climate Change* (CAPCOA 2008). This threshold was developed based on various land use densities and discretionary project types that were analyzed to determine the size of projects that would likely have a less than cumulatively considerable contribution to climate change. Projects that meet or fall below the CAPCOA 900 $MTCO_2e$ threshold are expected to result in GHG emissions that would not result in a cumulatively considerable impact.

When compared to similar mass emissions thresholds adopted by other regional air districts in California, the CAPCOA 900 $MTCO_2e$ per year threshold is relatively conservative and can be used to support cumulative impact determination beyond 2020. Additionally, in April 2020, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published updated CEQA significance thresholds and determined that projects estimated to generate less than 1,100 $MTCO_2e$ per year would not result in a significant cumulative impact. This threshold was developed to demonstrate compliance with the statewide 2030 GHG reduction targets, and the threshold was determined by SMAQMD to capture 98 percent of total GHG emissions. Therefore, the CAPCOA threshold of 900 $MTCO_2e$ per year represents a more stringent threshold than has been approved by other air districts in compliance with 2030 statewide reduction targets.

The Project's construction-related and operational GHG emissions were modeled based on Project specifications and default settings and parameters contained in the CalEEMod Version 2016.3.2 (CAPCOA 2016). Refer to Appendix B for specific input parameters and modeling output results. Construction activities related to the proposed Project that would result in the generation of GHG emissions include the use of heavy-duty off-road construction equipment and vehicle use during worker commute trips. Modeled construction phases included site preparation, demolition, grading, paving, and building construction. CalEEMod results indicated that construction-related activity would result in an estimated total emissions of 2,150 $MTCO_2e$ over the entire construction period. When assessing construction-related GHG emissions over the lifetime of the Project, an amortization period of 30 years is recommended as an estimate of equivalent annual emissions (SCAQMD 2008). The amortized construction emissions can then be presented and addressed as part of the Project's operational GHG emissions.

Operational sources of GHG emissions would include employee and guest vehicles (mobile), GHGs associated with production of energy consumed (energy), water and wastewater treatment (water), and waste processing (waste). Additionally, stationary sources such as emergency backup generators and fire pumps would also result in operational GHG emissions. Estimated operational GHG emissions would be approximately 774 $MTCO_2e$ per year, and when combined with the 30-year amortized construction emissions of approximately 72 $MTCO_2e$ per year, the total annual operational GHG emissions would be approximately 846 $MTCO_2e$ per year. Therefore, Project-related GHG emissions would not exceed the 900 $MTCO_2e$ per year threshold of significance. This impact would be **less-than-significant**, and no mitigation would be required.

Table 3.8-1 Estimated Construction and Operational GHG Emissions

Source Type	Annual GHGs ($MTCO_2e$)
Construction	*2,150*
Amortized Construction	72
Operations	774
Total	**846**

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-significant impact. Reducing GHG emissions in California has been the focus of the State government for approximately two decades (CARB 2020). GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order (EO) S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. EO B-55-18 calls for California to achieve carbon neutrality no later than 2045 and achieve and maintain net negative GHG emissions thereafter. These targets align with the scientifically established levels needed globally to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected. These targets also align with efforts to limit the temperature increase even further to 1.5 degrees Celsius (UN 2015:3).

The 2017 Climate Change Scoping Plan, prepared by CARB, outlines the main strategies California shall implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017:1, 3, 5, 20, 25–26). It identifies the reductions needed by each GHG emission sector including transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste. The State has also passed more detailed legislation addressing GHG emissions associated with industrial sources, transportation, electricity generation, and energy consumption. CARB and other agencies are charged with implementing regulations that achieve the reduction goals on a statewide basis, including through increased building efficiency (through CBC updates) and vehicle efficiency (through truck and car rulemaking), among other things. Those statewide regulations apply to ensure local construction and operation increase efficiencies toward achievement of statewide GHG emissions reduction goals.

The Port of San Diego Climate Action Plan (CAP) was adopted in December 2013 and includes an inventory of existing (2006) and projected emissions in 2020, 2035, and 2050, as well as strategies to meet the District's goal of reducing annual GHG emissions to 25 percent below 2006 levels by 2035 (District 2013). To achieve the Port's goals, the CAP details various GHG reduction measures related to transportation and land use, alternative energy generation, energy conservation, waste reduction and recycling, water conservation, and recycling. These GHG reduction strategies and measures included in the CAP support meeting the statewide goals set forth in AB 32.

The Port's CAP meets the criteria within State CEQA Guidelines Section 15183.5 of the CEQA Guidelines by providing reduction targets that align with statewide goals. A critical aspect of having a CAP that fits the criteria within State CEQA Guidelines Section 15183.5 is having reduction targets that align with statewide goals. Because the Port's reduction targets outlined in the CAP parallel the State's commitment in AB 32, and aligns with statewide goals to reduce GHG emissions, the CAP is consistent with AB 32. While the Port's CAP includes a long-term 2035 goal, it does not include post-2020 reduction quantification. Therefore, the CAP cannot be used as a qualified plan for reduction of GHG emissions pursuant to Section 15183.5 of the CEQA Guidelines for projects with a post-2020 buildout date. Because the Project is not expected to be operational until 2024, the CAP is not used to assess the significance of the Project's GHG emissions, which were quantified in Section 3.8.2(a).

The 2017 Scoping Plan and the District's Climate Action Plan are the most applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Plans, policies, and regulations adopted for the purpose of reducing GHG emissions were developed with the intent of reducing cumulative emissions related, primarily, to long-

term operational emissions. As described previously, the Project would not result in a considerable increase in GHG emissions during operations nor as a result of construction activities. Additionally, specific features of the Project are designed to reduce GHG emissions, including proximity to public transit and the nature of PODs, which are designed as small, temporary lodging spaces intended to maximize space and energy efficiency. The District's CAP includes policies and measures related to reducing GHG emissions in the following categories: Transportation and Land Use Planning, Energy Conservation and Efficiency, Water Conservation and Recycling, Alternative Energy Generation and Waste Reduction and Recycling. The Project's features that encourage alternative modes of transportation and maximize space and energy efficiency would advance the District's CAP goals. The Project would not impede the District's ability to implement the CAP. In addition, the Project would be consistent with the GHG reduction goals and efficiency requirements of statewide planning efforts. Thus, the Project would not conflict with any applicable plan, policy, or regulation adopting for the purpose of reducing emissions of GHGs. This impact would be **less-than-significant**, and no mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) 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 or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Environmental Setting

The State Water Resources Control Board's (SWRCB) GeoTracker website along with the California Department of Toxic Substances Control's (DTSC) Envirostor website provide a comprehensive list of the facilities and sites identified as meeting the "Cortese List" requirements pursuant to Government Code Section 65962.5 (CalEPA n.d.). The SWRCB Geotracker website provides data relating to leaking underground storage tanks and other types of soil and groundwater contamination, along with associated cleanup activities. While no hazardous materials sites were identified on or immediately adjacent to the Project site through this database, seven closed leaking underground storage tanks (LUSTs), two closed cleanup sites, and one open cleanup site were identified within 1,000 feet of the Project site (SWRCB 2021a). Cleanup has been completed for all hazardous materials sites within 1,000 feet of the Project with the exception of the Northside San Diego International Airport Redevelopment (Former General

Dynamics Facility) site, located approximately 800 feet northwest of the Project site, on the other side of Pacific Highway. This site was the former General Dynamics Convair Division facility, and between 1935 and 1995, General Dynamics and its predecessors (including Consolidated Aircraft Company, Consolidated Vultee Aircraft Company, and Convair) performed aircraft and aerospace manufacturing activities at the facility. Chemicals of concern (COCs) used at the site included fuels, oils, solvents, acids, metals, paints, and polychlorinated biphenyls (PCBs). Before plant decommissioning COCs were found in soil and groundwater. Recent soil and groundwater investigations encountered COCs in soil and groundwater. The San Diego Regional Airport Authority plans to redevelop the site for airport-related businesses and is conducting additional investigations to assess the potential risk relative to the new site use (SWRCB 2021b). Table 3.9-1 provides a summary of the hazardous materials sites located within 1,000 feet of the Project site that were identified on GeoTracker.

Table 3.9-1 Hazardous Materials Sites

Hazardous Material Site Name	Type	Cleanup Status	Potential Contaminants of Concern	Potential Media of Concern
Northside San Diego International Airport Redevelopment (Former General Dynamics Facility)	Cleanup Program Site	Open - Site Assessment as of 9/23/2010	Chromium, Polychlorinated Biphenyls (PCBS)	Indoor Air, Other Groundwater (Uses Other Than Drinking Water), Sediments, Soil, Soil Vapor, Surface Water
General Dynamics/Electronics	Cleanup Program Site	Completed - Case Closed as of 5/29/1992	None Specified	Soil
Execair Maintenance Inc.	Cleanup Program Site	Completed - Case Closed as of 3/12/2007	None Specified	None Specified
Former General Dynamics Lindberg Field Plant	Lust Cleanup Site	Completed - Case Closed as of 7/17/2014	Heating Oil / Fuel Oil	Other Groundwater (Uses Other Than Drinking Water), Soil
Execair Maintenance Inc.	Lust Cleanup Site	Completed - Case Closed as of 6/7/1995	Gasoline	Soil
Southwest Car Rental	Lust Cleanup Site	Completed - Case Closed as of 5/1/1991	Waste Oil / Motor / Hydraulic / Lubricating	Soil
Jones Family Trust	Lust Cleanup Site	Completed - Case Closed as of 9/19/1996	None Specified	None Specified
Alamo Rent A Car	Lust Cleanup Site	Completed - Case Closed as of 5/28/1993	Waste Oil / Motor / Hydraulic / Lubricating	Soil
Alamo Rent A Car	Lust Cleanup Site	Completed - Case Closed as of 1/2/2008	Diesel	Soil
Alamo Rent A Car	Lust Cleanup Site	Completed - Case Closed as of 9/1/1988	Gasoline	Soil

Sources: SWRCB 2021a

The DTSC Envirostor website provides data related to hazardous materials spills and clean ups. The only hazardous materials site identified on Envirostor within 1,000 feet of the Project site was the Former General Dynamics Lindbergh Field Plant previously identified on the GeoTracker database, as shown in Table 3.9-1 (DTSC 2021a, SWRCB 2021a). Cleanup activities occurred on the site and the site was closed as of 2014 (SWRCB 2021a). A microbial investigation of the southern half of the Annex Building was conducted by ECS Environmental in 2016. Laboratory results from the investigation indicated that highly elevated mold spore counts (Stachybotrys, Aspergillus/Penicillium, Cladosporium, Ascospores) were present in the southern half of the Annex Building (ECS Environmental 2017a). Remediation to remove mold spores was conducted in 2017, and ECS Environmental determined that remediation was successful, and the building could be reoccupied (ECS Environmental 2017b).

The closest school to the Project site is the Montessori School of San Diego, located 0.2 mile to the northeast, east of I-5. The closest public school to the Project site is Washington Elementary School, located 0.9 mile to the southeast.

SDIA is located immediately west of the Project site across Pacific Highway. The Airport Land Use Compatibility Plan (ALUCP) prepared for SDIA identifies Airport Influence Areas (AIAs) in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on land use (SDCAA 2014). The Project site is within the AIA for SDIA, in Review Area 1 (SDCAA 2014: Exhibit 1-1). Review Area 1 is defined by the combination of the 60 decibels (dB) Community Noise Equivalent Level (CNEL) noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs). All policies and standards of the ALUCP apply within Review Area 1 and would apply to the development of the Project site.

The District uses two emergency response plans to prepare for potential emergencies on its tidelands: the Emergency Operations Plan (EOP) and the 2016 Port of San Diego Maritime Emergency Restoration Plan. EOP is used by the District to outline actions that would be taken by the District and associated agencies during an emergency including when the Emergency Operations Center would be activated and provides an overview of hazards and risks that may occur on District lands (District and County of San Diego 2018). The 2016 Port of San Diego Maritime Emergency Restoration Plan outlines the processes for re-opening the District following its official closure or partial closure by the U.S. Coast Guard Port Captain due to an imminent threat, sustained threat, or disaster (District 2020b).

The Project site lies within the 65-dB CNEL noise contour of the SDIA as presented in the ALUCP (San Diego County Regional Airport Authority 2014). This means that the level of noise directly attributed to aircraft activity is greater than 65 dB CNEL at the Project site. According to the California Airport Noise Standards in Title 21 of the California Code of Regulations, the 60-dB CNEL is considered the boundary for the acceptable level of aircraft noise for noise-sensitive land uses such as residential areas. Normal aircraft operations at the airport are limited by a curfew from 11:30 p.m. to 6:3r0 a.m., which restricts departures.

The Project site is also located 2.25 miles northeast of Naval Air Station North Island (NASNI), approximately 7,500 feet from its 65-dB CNEL noise contour (U.S. Navy 2011), and thus outside of the zone of influence of this air station.

3.9.2 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-significant impact. The Project would redevelop the southern half of the existing Annex Building into a hotel. Construction would involve grading, excavation, micro piledriving, and other standard construction practices. Heavy equipment used during construction of the Project would require the use of oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Operation of the hotel would involve the use of common household hazardous materials such cleaning products.

The Project applicant would be required to comply with existing laws and regulations regarding the transportation, use, and disposal of hazardous materials during construction and operation. Specifically, the Project would be required to comply with the California Environmental Protection Agency's Unified Program, which protects Californians from hazardous waste and hazardous materials by ensuring consistency throughout the state regarding the implementation of administrative requirements, permits, inspections, and enforcement at the local regulatory level. Regulated activities would be managed by the San Diego County Environmental Health and Quality Department, which is the designated Certified Unified Program Agency, and in accordance with the regulations included in the Unified Program (e.g., hazardous materials release response plans and inventories, California Uniform Fire Code hazardous material management plans and inventories). Furthermore, the Department of Transportation Hazardous Materials Regulations cover all aspects of hazardous materials handling and transportation. Parts 130 (Oil Spill Prevention and Response) and 172 (Emergency Response) would apply to Project construction activities. Compliance with applicable regulations would reduce the potential for accidental release of hazardous materials during Project construction and operation.

The Project would be required to comply with existing laws and regulations regarding the transportation, use, and disposal of hazardous materials. These regulations are specifically designed to protect the public health and the environment and must be adhered to during Project construction and operation. Compliance with applicable regulations would ensure that this impact would be **less than significant**, and no mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-significant impact. As discussed above under response a), typical hazardous materials would be used during construction of the Project, including fuels, solvents, paints, oils, and grease. It is possible that these materials could be released during construction activities. However, compliance with federal, state, and local regulations, in combination with the construction BMPs that are a part of the SWPPP and designed to regulate runoff, discussed in more detail in Section 3.10, Hydrology and Water Quality, would ensure that hazardous materials would be used, stored, and disposed of properly.

Asbestos and lead may be present within the existing Annex Building. As standard practice, tests would be conducted during the demolition of the existing structure, and any hazardous materials, such as lead and asbestos-containing materials, would be handled and disposed of according to all applicable regulations. Compliance with all applicable federal, state, and local laws and regulations pertaining to asbestos management and lead abatement would ensure that any potential asbestos or lead would be properly handled and disposed. The Occupational Safety and Health Administration (OSHA) requires the removal of asbestos containing material with an asbestos fiber content of more than 0.1 percent and 100 square feet or more of surface area to be completed by a Certified Asbestos Consultant. To certify as an asbestos consultant, contractors must meet several requirements including undergoing asbestos training and having a certified supervisor on staff who has experience managing asbestos removal (California Department of Industrial Relations n.d.). The permissible exposure limits, exposure assessments, and monitoring of asbestos removal are also regulated (40 CFR 40 §1926) which is enforced by the SDAPCD (Regulation XI, Subpart M – Rule 361.145 and 361.150). The rule requires the owner or operator of a demolition to notify the SDAPCD at least 10 days prior to demolishing any structure containing asbestos.

Dewatering during construction may be required during excavation activities (GPI 2019). Should groundwater be encountered during Project construction, testing would occur in accordance with DTSC and RWQCB requirements before dewatering activities. If dewatering activities are needed, they would include the potential use of Baker tanks and/or filtration bags, for example, if needed to treat dewatered groundwater before discharge into the stormwater system and/or sewer system.

Building design would be required to comply with all applicable Fire, Building, and Health and Safety codes, which would eliminate any potential risk of upset. No hazardous materials, other than household cleaning and maintenance products, would be used or stored on the Project site during operation of the hotel. Upset and accident conditions involving these materials are not reasonably foreseeable as they would be used, stored, and disposed of in accordance with manufacturer's instructions and applicable regulations. The potential impact during both construction and operation would be **less than significant**. No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-significant impact. The Montessori School of San Diego is located 0.2 mile to the northeast of the Project site, on the east side of I-5. While this school is less than a quarter mile from the Project, I-5 and several commercial buildings separate the Project site from the school. As discussed above in response a), hazardous materials associated with construction would be limited to those needed to operate construction equipment, and hazardous materials associated with operation would be limited to typical household hazardous materials such as cleaning products. It is unlikely that hazardous materials associated with the Project would affect the Montessori School of San Diego given the types of hazardous materials associated with the Project, the distance between the school and the Project site, and the fact that I-5 along with several commercial buildings separate the Project from the school.

Furthermore, the Project would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Because such laws are established to be protective of human health and the environment, compliance with applicable regulations is sufficient to ensure that any hazardous materials used during Project implementation would not result in hazardous emissions within one-quarter mile of the Montessori School of San Diego or any other schools in the area. Impacts would be **less than significant** and no mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-than-significant impact. As discussed above, review of the GeoTracker and Envirostor databases determined that no designated hazardous materials sites are located on the Project site. Hazardous materials sites were identified within 1,000 feet of the Project including seven closed LUSTs, two closed cleanup sites, and one open cleanup site (SWRCB 2021a). All of these identified hazardous materials sites have a "completed- case closed" status with the exception of the Northside San Diego International Airport Redevelopment (Former General Dynamics Facility) site. Hazardous materials sites with the "completed-case closed" status have undergone corrective action and any remaining petroleum constituents from the release are considered to be low threat to human health, safety, and the environment. The RWQCB submitted a closure letter or other formal closure decision document for each closed site indicating the closure and completion of cleanup activities (SWRCB n.d.).

The Northside San Diego International Airport Redevelopment (Former General Dynamics Facility) site is an open cleanup site currently being investigated by the San Diego Regional Airport Authority to assess the potential risk of redeveloping the site for airport-related businesses. Potential COCs on the site include chromium and PCBs from previous aircraft and aerospace manufacturing activities. These COCs may have impacted the indoor air, non-drinking groundwater, sediments, soil, soil vapor, and surface water surrounding the Former General Dynamics Facility (SWRCB 2021b). One hazardous materials site is 800 feet northwest of the Project site and separated from the Project site by Pacific Highway. No Project related construction or operation activities would occur on the site, which is a Former General Dynamics Facility, that could cause a significant hazard to the public or environment. Dewatering during construction may be required during excavation activities (GPI 2019). Should groundwater be encountered during Project construction, testing would occur in accordance with DTSC and RWQCB requirements before dewatering activities. If dewatering activities are needed, they would include the potential use of Baker tanks and/or filtration bags, for example, if needed to treat dewatered groundwater before discharge into the stormwater system and/or sewer system.

All of the other surrounding identified hazardous materials sites have a "completed-case closed" status indicating that any remaining hazardous materials would be considered a low threat to human health, safety, and the environment (SWRCB 2021a; SWRCB n.d.). Furthermore, no designated hazardous materials sites are on the Project site. For these reasons, implementation of the Project would not create a significant hazard to the public or the environment due to being located on a hazardous materials site, and impacts would be **less than significant**. No mitigation is required.

e) 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 or excessive noise for people residing or working in the project area?

Less-than-significant impact. SDIA is located immediately west of the Project site across Pacific Highway. The Project site is located within the SDIA 65-dB CNEL noise contour and is approximately 7,500 feet outside the 65 CNEL contour of NASNI. The Project site is within Review Area 1 of the ALUCP developed for SDIA (SDCAA 2014: Exhibit 1-1). Review Area 1 is defined by the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the airspace TSSs. All policies and standards of the ALUCP apply within Review Area 1 and would apply to

the development of the Project site. ALUCP review is required for land use plans and regulations within Review Area 1 proposing increases in height limits and for land use projects that:

- Have received from the Federal Aviation Administration (FAA) a Notice of Presumed Hazard, a Determination of Hazard, or a Determination of No Hazard subject to conditions, limitations, or marking and lighting requirements; and/or
- Would create a glare, lighting, electromagnetic interference, dust, water vapor, smoke, thermal plume, or bird attractant hazard.

During Project construction, the tallest features would be the construction cranes, which would have a maximum height of 100 feet above ground level. The tallest feature associated with operation of the Project would be the hotel building, which would have a height of 50 feet.

Information regarding the Project's hotel building was submitted to the FAA for review on January 14, 2021 and the FAA requested additional information on the cranes to be used during construction on January 15, 2021. Determinations of No Hazard for the Project building and the construction cranes were sent from the FAA on January 27, 2021 and March 4, 2021, respectively (FAA 2021a, FAA 2021b). The aeronautical study conducted by the FAA which led to the Determinations of No Hazard indicates that the Project building and construction cranes would not exceed obstruction standards and would not be a hazard to air navigation. The Project applicant would be required to file FAA Form 7460-2, Notice of Actual Construction or Alteration with the FAA within 5 days after the construction reaches its greatest height. Furthermore, the FAA determined that marking and lighting of the hotel building would not be necessary for aviation safety. The Project design would involve using paint to display "STAY OPEN" on the roof for approaching airplane visibility. The paint color and size would be in accordance with FAA Advisory circular 70/7460-1 M as required by the Determination of No Hazard for the Project building (FAA 2021a; FAA 2020).

The Project applicant submitted an ALUC consistency review application which included the FAA Determinations of No Hazard to Air Navigation. On May 13, 2021, the ALUC sent a consistency determination to the Project applicant indicating the Project is consistent with the SDIA's ALUCP (San Diego County Regional Airport Authority 2021).

The Project would redevelop the southern half of the existing Annex Building to construct the hotel. An additional floor would be constructed over the existing roof, and the building would increase in height by 32 feet for a total building height of 50 feet tall. This redeveloped structure would be similar in height to existing structures in the surrounding area. Additionally, the District's Administration Building is directly adjacent to the Project site and is 111 feet tall, approximately twice as tall as the Project (WM. Templeton Johnson Architect 1943). Consequently, the Project does not include project design features that would create safety hazards for people residing or working in the area, or for future guests of the hotel.

Aircraft arriving at and departing from both airports would be audible at the Project site, the noise levels from aircraft would not exceed noise compatibility standards, because the building retrofit would be completed in compliance with the requirements of the California Building Code, including the Title 24 requirement that interior noise levels must not exceed 45 dB CNEL (or day-night average sound level L_{dn}]), by utilizing additional insulation and upgraded building materials during construction. Consequently, the Project does not include project design features that would create excessive noise for people residing or working in the area, or for future guests of the hotel. The impact would be **less than significant**, and no mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-significant impact. The EOP and 2016 Port of San Diego Maritime Emergency Restoration Plan are the two emergency response plans utilized by the District to plan for emergencies (District and County of San Diego 2018; District 2020b). The 2016 Port of San Diego Maritime Emergency Restoration Plan outlines the steps the District would take to coordinate with government and commercial entities to officially reopen District lands following a closure due to an emergency. Coordination efforts between applicable public and private agencies following an official District

closure would not be affected by construction or operation of the Project; therefore, the Project would not substantially impair the 2016 Port of San Diego Maritime Emergency Restoration Plan.

The EOP would be used by the District to respond to various emergencies including fire. Construction of the Project could require temporary road lane closures that could temporarily impair the evacuation and emergency response plans outlined in the EOP. However, before construction activities, the Project would be required to obtain the necessary construction-related traffic control permit from the City of San Diego to address encroachment into the public right-of-way from planned construction activities. Furthermore, the Project applicant would be required to notify and coordinate with all affected agencies, including the City's police department and fire department, before commencing work that would involve lane closures (City of San Diego 2020). Compliance with the traffic control permit would maintain access and connectivity during construction, and the Project would not substantially impair evacuation or emergency response plans outlined in the EOP or other local emergency response plans.

Regarding Project operations, the Project would not involve permanent changes to public rights-of-way that could substantially impair implementation of the EOP or other adopted emergency response plans. Because adequate access would be maintained throughout construction activities, this impact would be **less than significant**, and no mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No impact. The Project site is northwest of Downtown San Diego within an urbanized, developed area. Based on the City of San Diego Official Very High Fire Hazard Severity Zone Map, the Project site is not within an area identified as a high FHSZ (City of San Diego 2009, CAL FIRE 2020b). Construction and operation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. **No impact** would occur. Mitigation is not required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with hazards and hazardous materials; thus, mitigation measures are not required.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

The Project site is located less than 0.5 mile northeast of the San Diego Bay in the San Diego Bay Watershed (City of San Diego n.d. a). The San Diego Bay Watershed encompasses approximately 442 square miles and begins northeast of Descanso along highway 79 near Cuyamaca Rancho State Park. The Project site is within the Pueblo San Diego subwatershed, a 60 square-mile watershed with drainages that consist of relatively small local creeks and pipe conveyances (San Diego State University n.d.). The San Diego Bay is the receiving water body for surface water runoff from the Project site, which occurs indirectly via stormwater drains. The closest dam to the Project site is the Chollas Dam, located 6.5 miles to the east. The Chollas Reservoir was used as a drinking water reservoir until 1966 when it was turned over to the Parks and Recreation Department to manage as a fishing lake (City of San Diego n.d. b).

The San Diego RWQCB has jurisdiction over the Project site and is responsible for designating beneficial uses for water bodies in the San Diego region; establishing water quality objectives; and developing implementation plans to protect designated beneficial uses through the Water Quality Control Plan for the San Diego Basin (Basin Plan) (San Diego RWQCB 1994). The Project site is within the Pueblo San Diego hydrologic unit (HU) (San Diego RWQCB 2020). Beneficial uses for inland surface waters within the Pueblo San Diego HU are limited to contact (potential use) and non-contact recreation, warm freshwater habitat, and wildlife habitat. San Diego Bay receiving waters' beneficial uses include industrial uses, navigation, contact and non-contact recreation, commercial and sport fishing, preservation of biological habitats of special significance, estuarine habitat, wildlife habitat, preservation of rare and endangered species, marine habitat, fish migration, fish spawning, and shellfish harvesting (San Diego RWQCB 1994). Impacts to the Pueblo San Diego HU include water quality degradation, habitat degradation, sediment toxicity, and sewer overflows.

The San Diego Bay is the only impaired waterbody within the vicinity of the Project site and is listed under the Clean Water Act (CWA) 303(d) (CalEPA and SWQCB 2017). Pollutants within the San Diego Bay include mercury from atmospheric deposition, contaminated sediments, historic land management activities, urban runoff, and unknown sources; polycyclic aromatic hydrocarbons from unknown sources; and PCBs from contaminated sediments, dredging, historic land management activities, illegal dumping, spills, urban runoff, and unknown sources (CalEPA and SWQCB 2017).

Groundwater at the Project site is directly tied to the San Diego Bay and has a high salt content making it unsuitable for consumption. Borings were taken to estimate groundwater depth within the Project site as part of the Project's geotechnical analysis, and groundwater depths range from 9 to 11 feet below the existing grade (GPI 2019).

Construction activities that disturb 1 acre or more of land must obtain coverage under the San Diego SWRCB Construction General Permit (Order No. 2009-0009-DWQ as amended by Order 2010-0014-DWQ and Order 2012-006-DWQ). Under the terms of the permit, applicants must file a Notice of Intent and Permit Registration Documents with the SWRCB. Applicants must also demonstrate conformance with applicable construction BMPs and prepare a construction SWPPP containing a site map that shows the construction site perimeter, proposed buildings, stormwater collection and discharge points, general topography both before and after construction, and general drainage patterns across the site.

The Municipal Stormwater Permit (Order No. R9-2013-0001 as amended by Order Nos. R9-2015-001 and R9-2015-0100) is a NPDES permit that requires the owners and operators of Municipal Separate Storm Sewer System (MS4s) within the San Diego Region to implement management programs to limit discharges of pollutants and non-stormwater discharges to and from their MS4 from all phases of development. In compliance with the Municipal Stormwater Permit, the District developed a Jurisdictional Runoff Management Program (JRMP) that addresses issues related to construction activities and issues related to existing development. The District also adopted a jurisdiction-specific local BMP Design Manual in accordance with the Municipal Stormwater Permit that includes post-construction stormwater requirements for development projects under District jurisdiction. All new development and redevelopment projects are required to implement standard source control and site design BMPs to eliminate or reduce stormwater runoff pollutants. The JRMP requires that project applicants submit a Stormwater Quality Management Plan (SWQMP) accurately describing how the project will meet source control site design and pollutant control BMP requirements. The BMP Design Manual is intended to help a project applicant develop a SWQMP that complies with local and MS4 Permit requirements.

3.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-significant impact. The Project site is less than 0.5 mile from San Diego Bay, and stormwater from the existing Annex Building and associated parking lot flow through the District's and City of San Diego's storm drain systems and ultimately into the San Diego Bay. Construction activities involving ground disturbance could degrade

water quality if pollutants or contaminants from construction enter the storm drain system and contaminate the San Diego Bay, which is a designated CWA 303(d) impaired water body (CalEPA and SWRCB 2017). Because the Project would disturb more than 1 acre of land, the Project would be required to obtain coverage under the San Diego SWRCB Construction General Permit. To receive coverage under the Construction General Permit, the Project applicant would be required to develop a SWPPP and demonstrate conformance with applicable BMPs to minimize construction impacts on surface and groundwater quality. Furthermore, the Project applicant would also be required to implement standard source control and site design BMPs to eliminate or reduce stormwater runoff pollutants and prepare a SWQMP describing how the project will meet source control site design and pollutant control BMP requirements per the Municipal Stormwater Permit.

During operation of the Project, stormwater would be filtered through the 5,000-square-foot stormwater treatment basin constructed in the southern portion of the proposed parking lot. Stormwater would pass through approximately 20 inches of amended soil and an additional 24 inches of gravel before entering the stormwater system that drains into the San Diego Bay. In addition to the 5,000-square foot stormwater treatment basin, there would be approximately 6,000 square feet of landscaped pervious surface area throughout the proposed parking lot to capture and treat surface flows. The landscaping would consist of drought tolerant plant species watered with a drip system that conserves water by avoiding irrigation during and after rain events.

Compliance with the requirements of the Construction General Permit along with the landscaping and water quality design features of the Project would prevent the Project from substantially degrading surface or groundwater quality or violating water quality standards or waste discharge requirements. Impacts would be **less than significant**, and no mitigation is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-significant impact. Construction of the Project could require excavation at depths of up to 10 feet below existing grade. Groundwater depths at the Project site are estimated to range from 9 to 11 feet below the existing grade, therefore dewatering may be required (GPI 2019). Should groundwater be encountered during Project construction, testing would occur in accordance with DTSC and RWQCB requirements before dewatering activities. If dewatering activities are needed, they would include the potential use of Baker tanks and/or filtration bags, for example, if needed to treat dewatered groundwater before discharge into the stormwater system and/or sewer system.

Additionally, approximately 11,000 square feet of landscaped pervious surface, including a stormwater treatment basin, would be installed in the proposed parking lot. The existing site contains approximately 2,000 square feet of exterior pervious area, therefore the Project would increase the amount of pervious surface area on the Project site by approximately 9,000 square feet, which would allow for additional ground absorption of stormwater during operations. However, it should be noted that the Project site is close to the San Diego Bay; groundwater in the area is saline from saltwater intrusion. As such, the Project site is not considered to be an area identified for groundwater recharge activities. For these reasons, construction and operation of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin and impacts would be **less than significant,** and no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

Less-than-significant impact. The Project site is flat and covered with impervious surfaces, and existing stormwater runoff is directed to the District's and City of San Diego's storm drain systems and ultimately into San Diego Bay. Project construction activities would involve excavation and movement of soil, which would temporarily increase

erosion or siltation potential at the site. If not properly controlled, these activities could accidentally discharge wastes into the San Diego Bay through the City of San Diego's storm drain system. However, the Project applicant would be required to apply for coverage under the NPDES Regional MS4 Permit and comply with its requirements which would necessitate the implementation and maintenance of on-site BMPs to control potential erosion and siltation and prevent discharges offsite. The Project proponent would also be required to comply with the District's BMP Design Manual and prepare a SWQMP that accurately describes how the Project will meet source control site design and pollutant control BMP requirements in compliance with the MS4 Permit. Regulatory compliance would ensure that the Project construction does not result in substantial long-term effects on water quality.

The existing site contains approximately 2,000 square feet of pervious area (currently a landscaped area west of the Annex) that would be incorporated into the first floor of the proposed hotel, and thus converted from pervious to impervious area. The Project includes approximately 11,000 square feet of pervious area, resulting in a net increase of 9,000 square feet of pervious surfaces on the site. Therefore, the Project would not increase the amount of impervious surface area on the site; instead, there would be an approximately 7,000 square foot increase of pervious surfaces with the addition of the stormwater treatment basin and other landscaped areas in the parking lot. No long-term substantial changes to surface drainage patterns would occur that could cause substantial on- or offsite erosion or siltation. As a result, this impact would be **less than significant**, and no mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

No impact. Project construction activities would occur within the developed site and would not decrease the amount of pervious surface area. During operation of the Project, there would be an additional 9,000 square feet of pervious surface area, which would decrease the rate and amount of surface runoff. Also, runoff from non-pervious surface areas would be routed to the stormwater treatment basin, which would retain water before entering into the storm drain system. Therefore, there would be **no impact** related to flooding from a substantial increase in the rate or amount of surface runoff. No mitigation is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-significant impact. As noted in response C-ii, the Project would not result in an increase in the volume of runoff water that would exceed the capacity of the existing or planned stormwater drainage system given the decrease in impervious surfaces and increase in pervious landscaped areas, which would result in decreased surface flows. The Project may require changes to existing on-site storm drains because existing buildings would be replaced; the new storm drains would be appropriately sized and able to carry stormwater during a rain event, as required by the District's JRMP, thereby preventing on-site drainage issues. Stormwater pollutant control BMPs would meet the District's JRMP and BMP Design Manual performance standards, which mandate that post-construction runoff rates match pre-construction runoff rates for the 85th-percentile storm event. BMPs would be implemented that would retain onsite the pollutants contained in the volume of stormwater runoff produced from a 24-hour, 85th percentile storm event. The Project would not contribute additional sources of polluted runoff during operation with the installation of the stormwater treatment basin and the increase in pervious surface area. Moreover, the requirement to prepare a SWQMP and implement related stormwater BMPs would minimize the potential for pollutants to enter storm drains. Therefore, a **less-than-significant** impact would occur from construction and operation of the Project, and no mitigation is required.

iv) Impede or redirect flood flows?

Less-than-significant impact. The Project is in an area with minimal flood risk (FEMA 2019). Project construction could temporarily impede or redirect flood flows, however construction impacts would be temporary and the Project would be required to comply with applicable BMPs to reduce flooding potential. Furthermore, a stormwater treatment basin

would be constructed and the overall pervious surface area on the site would increase, reducing the potential for impeded and redirected flood flows. Therefore, this impact would be **less than significant**, and no mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impact. The Project site is less than 0.5 mile from San Diego Bay and outside of the tsunami inundation zone (California Emergency Management Agency 2009). Should a tsunami occur, it is unlikely that the Project site would be inundated. Furthermore, the County of San Diego Office of Emergency Services issues tsunami warnings and provides guidelines for what to do during and after a tsunami warning, and the Port Harbor Police has a tsunami early response/warning protocol. Sufficient tsunami warning and response systems are in place in the San Diego Bay. The Project is also directly adjacent to Pacific Highway, which is a designated tsunami evacuation route (City of San Diego n.d. c). Additionally, there would be no change in exposure to this hazard from the existing conditions as a result of the Project.

Regarding seiche waves and mudflows, the Project site is flat and is not located adjacent to any unstable slopes that may be subject to mudflows during large storm events. In addition, the Project site would not be subject to inundation by seiche as this phenomenon is typically associated with land-locked bodies of water, none of which occur near the Project site. The closest inland water body is Chollas Dam, located 6.5 miles to the east. Therefore, the Project would not be susceptible to inundation by seiche or mudflow. For these reasons, there would be **no impact** related to the risk release of pollutants due to Project inundation from floods, tsunamis, or seiches. No mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-significant impact. The Project site is within the San Diego RWQCB jurisdiction and is required to comply with the Basin Plan. Beneficial uses, water quality objectives, and implementation programs are established within the Basin Plan to protect designated beneficial uses (San Diego RWQCB 1994). The Project site is within the Pueblo San Diego HU and beneficial uses for inland waterbodies within this HU include contact (potential use) and non-contact recreation, warm freshwater habitat, and wildlife habitat (San Diego RWQCB 2020). While the Project site is within the Pueblo San Diego HU, impacts to associated beneficial uses are limited given the proximity of the Project site to San Diego Bay, and Project-related impacts likely to affect San Diego Bay. San Diego Bay has a multitude of beneficial uses including industrial uses, navigation, contact and non-contact recreation, commercial and sport fishing, preservation of biological habitats of special significance, estuarine habitat, wildlife habitat, preservation of rare and endangered species, marine habitat, fish migration, fish spawning, and shellfish harvesting (San Diego RWQCB 1994). Project construction could cause impacts to the San Diego Bay if water quality control measures are not implemented. However, during construction, the Project proponent would implement BMPs, consistent with the District's water quality protection measures, as required by the MS4 NPDES Permit and Construction General Permit. These measures would prevent runoff and erosion associated impacts from construction, limiting affects to the San Diego Bay. During operation of the Project, a storm water treatment basin would be present on the Project site to aid in the filtration of rainwater and limit runoff, and the overall pervious surface of the Project site would increase over existing conditions. These changes to the Project site would reduce water quality impacts over existing conditions, which would thereby reduce potential impacts to the San Diego Bay. Implementation of the measures required by the MS4 NPDES Permit and Construction General Permit during construction and water quality design features that would be in place during operation would ensure that the Project is consistent with the Basin Plan.

The Sustainable Groundwater Management Act (SGMA) requires all groundwater basins designated as medium or high priority to develop a Groundwater Sustainability Plan. In San Diego County, the State has designated four of the county's basins as medium-priority and subject to SGMA: Borrego Valley, San Diego River Valley, San Luis Rey Valley and San Pasqual Valley (County of San Diego n.d.). The Project site is not within any of the four designated basins. Furthermore, groundwater at the Project site is directly tied to the San Diego Bay and has a high salt content making it unsuitable for consumption. During operation, water would be sourced offsite from existing water utility lines and

would not conflict with or obstruct a groundwater sustainability plan. As previously described, though Project construction may require dewatering during excavation, the groundwater removed would be minimal compared with the groundwater supply and the groundwater at the site is too saline to be used for drinking water. Because the Project site is not located on or near a designated groundwater basin under SGMA and would source all of its water during construction and operation from off site, it would not conflict with the SGMA. The impact would be **less than significant**, and no mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with hydrology and water quality; thus, mitigation measures are not required.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 Environmental Setting

The Project site is situated in a developed portion of District tidelands within the City of San Diego, and surrounding land uses consist of airport-related commercial and industrial. The project site is within Planning District 2, Harbor Island/Lindbergh Field, of the PMP and the existing land use designation is Aviation Related Industrial (District 2020a). This land use designation is intended to support the operation of SDIA along with the San Diego's aerospace manufacturing activities. Allowed activities within the Aviation Related Industrial land use designation include the manufacture and sale of aircraft, engines, parts, motors, machines, turbines, and metal articles. Allowed ancillary uses include training facilities, related meeting and classrooms, various offices, parking facilities, and storage areas.

The Project includes a PMPA to allow for the construction and operation of a hotel on the project site. The PMPA would change the land use designation for the Project site from "Aviation Related Industrial" to "Commercial Recreation" to facilitate construction and operation of the STAY OPEN project. The Commercial Recreation land use designation allows for visitor-serving facilities and accommodations, which the Project would conform with by operating a hotel (District 2020a). The Project is considered an "appealable" development under Section 30715 of the California Coastal Act (Coastal Act), and per Section 30711 of the Coastal Act, the PMPA would add this Project to the Port Master Plan's Project List for Planning District 2, Harbor Island/Lindbergh Field.

3.11.2 Discussion

a) Physically divide an established community?

Less-than-significant impact. The Project would redevelop the existing Annex Building into a hotel. All Project work would occur on the Project site and would not require construction of a linear feature, such as a roadway, that could physically divide an established community. The impact would be **less than significant**, and no mitigation is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-significant impact. The applicable land use plan governing the Project site is the certified Port Master Plan (PMP). The existing land use designation for the project site, "Aviation Related Industrial," allows for land uses that support the operation of SDIA along with aerospace manufacturing activities. The Project includes a PMPA to change the land use designation of the Project site from "Aviation-Related Industrial" to "Commercial Recreation," which allows for hotel use. As part of the approval, the Project would be required to be consistent with the goals and objectives of the PMP, including the proposed land use designation. The "Commercial Recreation" land use

designation serves the needs of recreationalists for lodging, food, transportation services, and entertainment (District 2020a). The Project would be consistent with the "Commercial Recreation" designation by developing the southern half of the existing Annex Building into a hotel with lower cost overnight accommodations, indoor/outdoor bar and café, rooftop restaurant and bar, parking stalls for hotel and restaurant guests, and designated parking for shared transportation vehicles including scooters and bicycles. The existing PMP has 52.6 acres of Commercial Recreation-designated land within the Harbor Island/Lindbergh Field Planning District (Planning District 2), and the Project would add 1.74 acres to that total. The PMPA would amend the PMP to reflect the additional Project acreage for the "Commercial Recreation" land use designation within Planning District 2, as well as add the proposed project to the Planning District 2 "Project List." Therefore, the Project would be consistent with the PMP.

The Project would not conflict with Chapter 3 of the California Coastal Act (CCA), Article 2 Public Access or Article 6, Development, as explained below. Specifically, the Project would not conflict with Section 30210 of the CCA regarding providing recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse because it would not interfere with recreational opportunities in the project area (refer to Section 3.16, "Recreation," for additional discussion of Project impacts to recreational facilities). In addition, neither Project construction or operation would impede or obstruct public access from the nearest public highway to the shoreline and along the coast as required by Section 30212.

The Project would be consistent with Section 30213 by providing lower cost visitor accommodations in the form of PODs.

The Project would also not conflict with CCA, Article 6, Development. Section 30250 ("Location, existing developed area") requires that most development be located within, contiguous with, or in close proximity to, existing developed areas. The Project site consists of an existing vacant building and developed paved parking lot and would be consistent with this requirement. The Project would not conflict with Section 30251 regarding the protection of the scenic and visual qualities because it would not interfere with views to or along the ocean or coast, alter natural land forms, or be visually incompatible with the character of surrounding areas as addressed in Section 3.1, "Aesthetics." Section 30252 ("Maintenance and enhancement of public access") requires new development to maintain and enhance public access to the coast through several methods including providing adequate parking facilities or providing substitute means of serving the development with public transportation. The Project would not conflict with this section because it would provide adequate parking supply to meet demand, is located approximately 200 feet southeast of the Middletown Station on the MTS Trolley Green Line, and promotes alternatives to driving by providing designated parking for shared transportation vehicles, including scooters and bicycles. Refer to Section 3.17, "Transportation," for discussion of the project's parking and transportation impacts. The Project would also not conflict with Section 30253 regarding minimization of adverse impacts in areas of high geologic, flood, or fire hazard as described in Sections 3.7, "Geology and Soils," 3.10, "Hydrology and Water Quality," and 3.20, "Wildfire."

As discussed in Section 3.9, "Hazards and Hazardous Materials", the Project is within the SDIA ALUCP area. ALUC review by the SDIA determined that the Project is consistent with the ALUCP.

The Project would not conflict with the CCA, PMP or the SDIA ALUCP. Therefore, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be **less than significant**. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with land use and planning; thus, mitigation measures are not required.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources.				
Would the project:				
a) 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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 Environmental Setting

The Surface Mining and Reclamation Act directs the State Geologist to identify and map the non-fuel mineral resources of the State to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications (MRZ-1 through MRZ-4). Of the four, the MRZ-2 classification is recognized in land use planning because the likelihood for occurrence of significant mineral deposits is high, and the classification may be a factor in the discovery and development of mineral deposits that would tend to be economically beneficial to society.

The Project site is classified as MRZ-1, which indicates no significant mineral deposits are located at the Project site (City of San Diego 2008a: Figure CE-6). The Project site is not designated as a locally important mineral resource recovery site in the City of San Diego General Plan Conservation Element (City of San Diego 2008a)

3.12.2 Discussion

a) 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?

No impact. According to City of San Diego's General Plan Conservation Element, the Project site is in an area designated as MRZ-1, indicating that no significant mineral deposits are present (City of San Diego 2008a: Figure CE-6). Furthermore, the Project site is in a highly developed and urbanized area with land uses are incompatible with and preclude mineral extraction. Therefore, the Project would not result in the loss of availability of locally important mineral resources and no impact would occur. No mitigation is required.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No impact. The Project site is not designated as a locally important mineral resource recovery site in the City of San Diego General Plan Conservation Element (City of San Diego 2008a). Thus, Project implementation would not result in a loss of availability of locally important mineral resources. No impact would occur. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with mineral resources; thus, mitigation measures are not required.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise.				
Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

3.13.1 Environmental Setting

ACOUSTIC FUNDAMENTALS

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on a variety of factors, including geometric spreading (i.e., spherical or cylindrical spreading), ground absorption (i.e., hard versus soft sites), atmospheric conditions (e.g., wind direction and speed, air temperature, humidity, turbulence), and shielding by natural or human-made features.

The amplitude of pressure waves generated by a sound source determines the loudness of that source, also called the sound pressure level (SPL). SPL is most commonly described by using dB because this logarithmic unit best corresponds to the way the human ear interprets sound pressures. However, the decibel scale does not adequately characterize how humans perceive noise because the human ear is not equally sensitive to loudness at all frequencies (i.e., pitch) in the audible spectrum. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels or dBA) can be computed based on this information. All sound levels discussed in this section are expressed in A-weighted decibels.

Because decibels are logarithmic units, SPLs expressed in dB cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013:2-10).

Various noise descriptors have been developed to describe time-varying noise levels. The noise descriptors used in this chapter include:

- Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013:2-48). For instance, the 1-hour equivalent

sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period; and

- Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013:2-48).

GROUND VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Groundborne vibration is vibration of and through the ground. Sources of ground-borne of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions).

Groundborne vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) but can also be expressed in decibel notation, which is used mainly in evaluating human response to vibration.

EXISTING NOISE ENVIRONMENT

The predominant noise sources influencing noise levels on and near the Project site include vehicle traffic on I-5 and the Pacific Highway, train activity on the railroad shared by BNSF, Amtrak, and North County Transit District's *Coaster* commuter train, and aircraft activity associated with San Diego International Airport. These noise sources are shown in Figure 2-2. Approximately 85 feet to the east of the Project site, running parallel to the Pacific Highway and I-5, is the BNSF Railway, consisting of two sets of parallel tracks. Additionally, the main runway of the SDIA lies approximately 1,200 feet southwest of the Project site.

I-5, which lies approximately 410 feet east of the Project site, and Pacific Highway, which runs along the west side of the Project site, carry large volumes of vehicles. Existing traffic noise levels on the nearby segments of I-5 and the Pacific Highway were estimated using calculation methods consistent with Federal Highway Administration (FHWA) Traffic Noise Model, Version 2.5 (FHWA 2004) and using average daily traffic volumes (Caltrans 2018). Table 3.13-1 summarizes the modeled existing traffic noise levels at the Project site and lists distances to the 70, 65, and 60 CNEL traffic noise contours. Modeling results for existing traffic noise levels are presented here because traffic noise is a predominant source of existing noise levels on the Project site and in the Project area (periodic aircraft landing and takeoff and locomotive operations are also predominant noise sources). For further details on traffic-noise modeling inputs and parameters, refer to Appendix F.

Table 3.13-1 Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	CNEL at the Project site (dB)	Distance from Roadway Centerline to CNEL Contour (feet)		
		70	65	60
Interstate 5 between West Laurel Street to Sassafras Street	70.9	574	1,236	5,738
Pacific Highway from West Laurel Street to Sassafras Street	65.4	98	211	981

Notes: CNEL = Community Noise Equivalent Level; dB = decibel.

All modeling assumes average pavement, level roadways (less than 1.5% grade), and constant traffic flow, and it does not account for shielding of any type or finite roadway adjustments. The contour distance estimates do not account for the fact that buildings and other structures in the Project area would partially shield noise generated from these roadway segments. For additional details, refer to Appendix F for detailed traffic data and for traffic-noise modeling input data and output results.

Source: Data modeled by Ascent Environmental in 2021

Sources of railway noise and groundbourne vibration include daily passenger (Amtrak) and commuter (Coaster) trains and BNSF freight trains. BNSF runs approximately four freight trains per day between San Diego and the Greater Los Angeles area, two in each direction. However, these trains operate on an as-needed basis and do not have a fixed schedule (City of San Diego 2015b). There are 12 Amtrak passenger trains operating per day, six northbound and six southbound, arriving at and departing from the San Diego downtown terminus (Santa Fe) station between 5:55 a.m. and 1:15 a.m. (Amtrak 2020). There are also 12 daily Coaster commuter trains operating per day, six northbound and six southbound, arriving at and departing from the Santa Fe station between 6:05 a.m. and 7:15 p.m. (North County Transit District 2020).

NOISE-SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Sensitive noise receptors are also considered vibration-sensitive receptors in addition to commercial and industrial buildings where vibration could interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The closest noise-sensitive receptors to the Project site are the single-family and multi-family residences on India Street east of I-5, approximately 700 feet east of the easternmost edge of the Project site. The City of San Diego zoning designation that applies to these noise-sensitive receptors is RM-2-5, which permits medium density multiple dwelling units up to a maximum density of 1 dwelling unit for each 1,500 square feet of lot area (San Diego Municipal Code Section 131.0406[b][2]).

APPLICABLE NOISE AND VIBRATION STANDARDS

Federal

Federal Transit Administration

To address the human response to ground vibration, the Federal Transit Administration (FTA) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 3.13-2.

Table 3.13-2 Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 microinch/second)		
	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65 [d]	65 [d]	65 [d]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: GBV = ground-borne vibration; VdB = vibration decibels referenced to 1 microinch per second and based on the root mean square velocity amplitude.

[a] "Frequent events" is defined as more than 70 vibration events of the same source per day.

[b] "Occasional events" is defined as between 30 and 70 vibration events of the same source per day.

[c] "Infrequent events" is defined as fewer than 30 vibration events of the same source per day.

[d] This criterion is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018

State

California Building Code Sound Transmission Standards

Noise within habitable units that is attributable to external sources is regulated by the California Building Standards codified in CCR, Title 24, Part 2, Section 1207. These standards are enforceable at the time of construction or during occupancy and apply to habitable units with common interior walls, partitions, and ceilings or those adjacent to public areas, such as halls, corridors, stairways, and service areas. Under these standards, the interior noise levels attributable to exterior sources shall not exceed 45 decibels (dB) in any habitable room. The noise metrics used to measure these levels can be day-night average sound level (L_{dn}) or Community Noise Equivalent Level (CNEL), consistent with the local general plan. An acoustical analysis documenting compliance with the interior sound level standards shall be prepared for structures containing habitable rooms. Under California Public Resources Code Section 25402.1(g), all cities and counties in the State are required to enforce the adopted California Building Code, including these standards for noise in interior environments.

California Department of Transportation

In 2013, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual (Caltrans 2013). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.13-3 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.13-3 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4–0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006–0.019	Vibration unlikely to cause damage of any type

Notes: PPV= peak particle velocity; in/sec = inches per second.

Source: Caltrans 2013

Local

The District has not established noise standards. The District relies on noise standards as established in the City of San Diego Noise Ordinance (City of San Diego 2019) as L_{eq} standards and in the City's CEQA Guidelines (City of San Diego 2016a) and General Plan Noise Element (City of San Diego 2015a) as CNEL standards.

City of San Diego General Plan Noise Element

The City of San Diego General Plan Noise Element specifies compatibility standards for different land use types. According to the General Plan, single and multiple dwelling units are compatible up to 60 CNEL and conditionally compatible up to 75 CNEL provided interior noise levels do not exceed 45 CNEL (City of San Diego 2015a). Thus, for the purposes of this analysis, an exterior compatibility level of 60 CNEL and an interior compatibility level of 45 CNEL were applied to residential receptors in the Project vicinity.

City of San Diego CEQA Guidelines

The City's CEQA significance thresholds for traffic noise are 65 CNEL for exterior usable space at residences, libraries, hospitals, hotels, motels, and parks, and 45 dB CNEL for interior spaces, pursuant to Title 24 as specified by Development Services Department (City of San Diego 2016a), which aligns closely with the General Plan Noise Element compatibility standards. As specified in the California Building Code, the building retrofit to be completed as part of the Project will be required to achieve the Title 24 standards for interior room noise.

City of San Diego Municipal Code

Section 59.5.0401(a) of the City's Noise Abatement and Control Ordinance (Sound Level Limits) states that:

- It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table [shown as Table 3.13-4 in this CEQA document], at any location in the City of San Diego on or beyond the boundaries of the property on which the noise is produced. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person.

Table 3.13-4 City of San Diego Noise Abatement and Control Ordinance Limits

Land Use	Time of Day	Sound Level dB L_{eq}
Single Family Residential	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
Multi-Family Residential	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
All other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
Industrial or Agricultural	Anytime	75

Section 59.5.0401(b) of the City's Noise Abatement and Control Ordinance (Sound Level Limits) states that:

- The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Permissible construction noise level limits shall be governed by Sections 59.5.0404 of this article.

Section 59.5.0404 of the City's Noise Abatement and Control Ordinance (Construction Noise) states that:

- It shall be unlawful for any person, between the hours of 7 p.m. of any day and 7 a.m. of the following day, or on legal holidays as specified in Section 21.0104 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise unless a permit has been applied for and granted beforehand.
- It shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7 a.m. to 7 p.m.

3.13.2 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less-than-significant impact. Noise would be generated during Project construction and by on-site operational activities, including events for guests and the public such as private parties, beverage tastings, and workout classes. Vehicle trips associated with Project operations could also contribute to traffic noise levels in the Project area. Analysis of these types of noise sources is provided separately below.

Construction Noise

Project construction would involve the use of heavy equipment such as dozers, excavators, graders, backhoes, forklifts, generator sets, pavers, paving equipment, rollers, micro piledriving equipment, and air compressors. The loudest types of equipment used during construction would include backhoes, graders, dozers, and an auger drill rig for micro piledriving, all of which individually generate 80–85 dB L_{eq} at 50 feet (FHWA 2006:3). Noise attenuation calculations were conducted to estimate the level of noise exposure at the nearest offsite noise-sensitive land uses and conservatively assumed simultaneous operation of three pieces of heavy equipment close to each other at the boundary of the Project site nearest to the receptor. These attenuation calculations are based on FHWA's Roadway Construction Noise Model User's Guide (FHWA 2006) and are presented in detail in Appendix F.

The construction noise attenuation calculations show that the combined predicted noise level from simultaneous operation of a backhoe, auger drill rig, and dozer would be 83.6 dB L_{eq} at 50 feet. However, noise levels decrease as distance from the equipment increases, and the calculations demonstrate that. through distance alone, the combined exterior noise level at the nearest residence located on India Street, 700 feet to the east of the eastern edge of the Project site, would decrease to 60.7 dB L_{eq}. In addition, the modeling does not account for the additional noise attenuation that would be provided by buildings and structures, including an elevated section of I-5, located between the Project site and this residence. Therefore, the construction modeling likely overestimates the combined exterior noise level at the nearest residence. Nevertheless, the modeled level of noise exposure (60.7 dB L_{eq}) would not exceed the City's daytime exterior construction noise threshold of 75 dB L_{eq} established in Section 59.5.0404 the City's Noise Abatement and Control Ordinance. Furthermore, given that the nearest residence is located inside the 65 CNEL noise contour for existing traffic on I-5—as estimated and shown in Table 3.13-1—it is unlikely that Project-related construction noise would be noticeable to the occupants.

On-Site Operational Noise

Noise generated by vehicle activity in the parking lot would be consistent with noise from vehicle traffic and associated with the operation of other land uses in the Project area. On occasion, the Project would accommodate events for guests and the public such as private parties, beverage tastings, and workout classes that may involve music. These events may occur indoors or outdoors, for example within the first floor bar and café space or the second floor outdoor rooftop restaurant and bar area located on the western side of the Project site along Pacific Highway as shown on Figure 2-5. This analysis assumes that such events and outdoor noise associated with use of the outdoor rooftop bar and restaurant area could occur at different times throughout the day, including after 10:00 p.m.

To determine whether the Project could result in a substantial permanent increase in on-site operational noise levels, this analysis compares estimated noise levels to the City of San Diego Noise Abatement and Control Ordinance Limits provided in Table 3.13-4. Because the Project would be a commercial land use, and the nearest residential receptor to the Project site is located within a multi-family zoning district, the applicable sound level limit for this analysis is equal to the arithmetic mean of the respective limits for commercial and multi-family residential land uses (City of San Diego Noise Abatement and Control Ordinance Section 59.0401[b]). Therefore, operational noise levels from the Project at the nearest residential receptor are compared to the following sound level limits to determine whether such noise levels would be substantial:

- 7 a.m. to 7 p.m.: 60 dB L_{eq} (arithmetic mean of 65 and 55 dB L_{eq})

- 7 p.m. to 10 p.m.: 55 dB L_{eq} (arithmetic mean of 60 and 50 dB L_{eq})
- 10 p.m. to 7 a.m.: 52.5 dB L_{eq} (arithmetic mean of 60 and 45 dB L_{eq})

Noise levels associated with outdoor dining or occasional outdoor events on the rooftop restaurant and bar would be directed to the west, generally toward SDIA and away from the nearest residential receptor, which would be located more than 800 feet to the east of the rooftop restaurant and bar space. In addition, to the extent noise levels from the rooftop restaurant and bar would emanate east toward the nearest residential receptor, noise levels would be attenuated by several intervening structures, including the interior second floor of the Project; the existing buildings located directly east of the Project site along Kettner Blvd; and the nearby section of I-5, which is located approximately 20 feet higher in elevation than the proposed maximum height of the Project (refer to Section 3.1, "Aesthetics," for discussion of the height of I-5 in relation to the elevation of the Project site and the maximum height of the Project).

Based on sound level measurements collected at other outdoor event venues that used amplified sound, it is anticipated that events on the Project site could generate sound levels of up to 75 L_{eq} at 50 feet (Bollard Acoustical Consultants 2019:17). Through distance alone, these noise levels would attenuate to approximately 52 L_{eq} at the nearest residences, which are located 700 feet away on India Street.

Additional noise attenuation of at least 5 dB would occur due to several intervening structures between these noise sources and the nearest residential receptor as described above, which would reduce noise exposure to no greater than 47 L_{eq} at the nearest residence. Therefore, operational noise levels at nearby residences would not exceed the applicable sound level limits for 7 a.m. to 7 p.m. of 60 dB L_{eq}, 7 p.m. to 10 p.m. of 55 dB L_{eq}, or 10 p.m. to 7 a.m. of 52.5 dB L_{eq}. Therefore, this impact would be less than significant.

Traffic Noise

Based on the transportation analysis conducted for the Project (Appendix G), operation would generate 835 daily vehicle trips, which would be distributed across roadways in the project area, including Pacific Highway, Kettner Boulevard, Palm Street, Sassafras Street, and I-5. Average daily traffic (ADT) counts for roadway segments in the project area are provided below:

- Pacific Highway (Laurel Street to Sassafras Street): 23,000 ADT (Appendix F)
- Palm Street (Kettner Boulevard to California Street): 3,673 ADT (City of San Diego 2016b)
- Kettner Boulevard (Redwood Street to Sassafras Street): 18,207 ADT (City of San Diego 2016b)
- Sassafras Street (Kettner Boulevard to Pacific Highway): 14,208 ADT (City of San Diego 2016b)
- I-5 (Laurel Street to India/Sassafras Street): 203,000 ADT (Appendix F)

As shown in Table 3.13-1, existing traffic noise levels in the project area would exceed the standards of 60 CNEL for exterior compatibility for a residential receptor and 65 CNEL for exterior usable spaces at residences, libraries, hospitals, motels, and parks. Because existing nose levels exceed these standards, this analysis considers a noise increase of 3dB to be a substantial permanent increase (3 dB is the level that is considered noticeable to people in typical noisy environments, and corresponds to a doubling of traffic volumes along a roadway (Caltrans 2013:2-10).

Based on the ADT counts provided above, the Project would not result in a level of daily trips that could double traffic volumes along any roadway in the Project and in turn result in a noticeable increase in noise levels along roadways in the Project area. Therefore, the added traffic volume associated with the Project would not result in a permanent noticeable increase in ambient noise levels in the Project vicinity, and this impact would be less than significant.

Summary

Because noise generated during both construction and operation of the Project would not exceed applicable City of San Diego noise standards, and because Project-related traffic would not result in noticeable increases in traffic noise, this impact would be **less than significant**. No mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less-than-significant impact. Project construction would not involve the use of ground vibration–intensive activities, such as traditional pile driving and blasting. Pieces of equipment that generate lower levels of ground vibration, such as excavators and pavers, and equipment used in micro piledriving, including a drill rig/truck-mounted augur and air compressor, would be used. These types of common construction equipment do not generate substantial levels of ground vibration that could result in structural damage, except at relatively close distances (i.e., within 10 feet of structures).

Bulldozers, which represent the most intense type of heavy-duty equipment that might be used during Project construction, typically generate a ground vibration level of 0.089 in/sec PPV and 87 vibration decibels at 25 feet (FTA 2018:184). Because this type of equipment would not be used within 50 feet of the Port Administration Building or any other buildings, Project construction would not result in vibration levels that would exceed the Caltrans-recommended criterion of 0.1 in/sec PPV, which is the maximum level at which there is virtually no risk of architectural damage to normal buildings (for reference, levels of 0.4-0.6 in/sec PPV would result in architectural damage and possible minor structural damage). At 50 feet from the Port Administration Building vibration levels would decrease to 78 VdB (Appendix F), which is below the 83 VdB threshold at which infrequent events like bulldozer use could interfere with institutional land uses with primarily daytime uses like the Port Administration Building (Table 3.13-2).

Additionally, with respect to vibration-caused human annoyance, construction activities would occur during the less sensitive daytime hours between approximately 7 a.m. and 7 p.m., Monday through Saturday (except certain Holidays). Based on FTA's recommended method for estimating the propagation of ground vibration from the source, a bulldozer operating at the Project site would not expose the multi-family residences located approximately 700 feet away to the east of I-5 and the railroad corridor to levels of vibration that could cause human annoyance because 700 feet is well beyond the distance at which vibration levels would decrease below the applicable criterion of 80 VdB for infrequent events for Category 2 land uses, which are residences where people normally sleep (Table 3.13-2). Detailed noise propagation calculations are provided in Appendix F. For these reasons, Project construction would not result in vibration levels at sensitive receptors that would cause structural damage or result in human annoyance, and this impact would be **less than significant**. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with noise; thus, mitigation measures are not required.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing.				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

The Project site is located in the City of San Diego within the District's jurisdiction. No residential uses are within the District's jurisdiction, including the Project site. The closest residential uses are located approximately 700 feet to the east, on the opposite side of I-5.

3.14.2 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-than-significant impact. The growth inducing potential of a Project would typically be considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant land use and growth plans for the Project area. Significant growth impacts could also occur if a project provides infrastructure or service capacity that would accommodate growth beyond levels currently permitted by local or regional plans or policies. The Project would redevelop the District's existing Annex Building into a hotel. Construction would require up to 65 construction workers. Construction workers are anticipated to commute from within San Diego and would likely not require temporary housing. The Project would not involve the development of new homes or businesses that would directly or indirectly induce population growth. Operation of the hotel would require up to 25 employees at any given time; employees would likely be drawn from the existing labor pool within the San Diego region. Therefore, the Project would not indirectly induce substantial unplanned population growth in the City of San Diego or San Diego region. In addition, the Project does not include the extension of roads or other infrastructure that would indirectly induce substantial unplanned population growth. The impact would be less-than-significant and mitigation is not required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The Project would redevelop the District's existing Annex Building, used for offices; therefore, no people or housing would be displaced. No impact would occur; no mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with population and housing; thus, mitigation measures are not required.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

The City of San Diego's Fire-Rescue Department provides fire, emergency medical, lifeguard and emergency management services including 9-1-1 services, fire inspections, permits and community education (City of San Diego 2021b). In addition, the San Diego Harbor Police Department provides marine crime and firefighting services (District 2021c). The closest fire station to the Project site is Fire Station 3 which is located at 725 West Kalmia Street, approximately 0.9 mile to the south. Law enforcement to the Project site is provided by the San Diego Harbor Police Department and the City of San Diego Police Department (SDPD) provides backup to Harbor Police, as needed. The San Diego Harbor Police Dock is the closest police facility to the Project site, located approximately 0.9 mile to the southeast.

The Project site is located within the San Diego Unified School District. The closest school to the Project site is the Montessori School of San Diego, located 0.2 mile to the northeast, east of I-5. The closest public school to the Project site is Washington Elementary School, located 0.9 mile to the southeast. As identified in Section 3.16, "Recreation", recreation facilities in the vicinity of the Project site include the District's Embarcadero Marina Park, Fifth Avenue Landing Park, Lane Field Park, Ruocco Park, San Diego Bayfront Park, and Tuna Harbor Park (District 2021a). Also in the project vicinity are the County of San Diego's Waterfront Park and Amici Park in Little Italy. The closest library is the San Diego Central Library, located at 330 Park Boulevard approximately 2 miles to the southeast.

3.15.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-than-significant impact. The Project would redevelop the existing Annex Building into a hotel. The newly developed portion of the Annex Building would increase the building area by approximately 20,000 square feet and the building height by approximately 32 feet with the addition of one floor above the existing one-story building. Although the newly developed building would have an increased capacity, it would not require additional fire protection services beyond what is required for the existing building. The hotel building would be a designated Type II-B construction, with the walls and ceiling composed of non-combustible material and a sprinkler system and would comply with then-applicable CBC standards regarding construction and fire suppression. Additionally, the San Diego Fire Department (SDFD) calculated response time estimates to the Project site using San Diego Fire-Rescue's 911 Computer Aided Dispatch System's (CAD) point to point routing. Response times for fire engines, fire trucks, and the battalion chief to the Project site would all be below 6.5 minutes and the SDFD can respond adequately to Project site (Trame, pers. comm., 2021). No new or physically altered fire protection facilities would be required, and response times would remain acceptable. Impacts would be **less-than-significant**, and no mitigation is required.

Police protection?

Less-than-significant impact. The Project would result in an increase in the number of individuals frequenting the Project site, including overnight guests using the hotel facilities and visitors using the lobby indoor/outdoor bar and café and rooftop restaurant and bar. The maximum daily guests and visitors to the Project site is anticipated to be 1,000. This increase in individuals may result in an increase in the need for police protection services due to the potential for crime to increase as a result of the increased activity. However, the total daily maximum number of visitors anticipated would not frequent the Project site at the same time, and employees, guests, and visitors would be spread out throughout the day. Moreover, guests at the hotel would generally be occupying spaces within the hotel, including rooms or PODs, the restaurant, or the café. The project would also be constructed with lighting intended to illuminate areas outside of the hotel, such as the parking lot, which would deter potential crime in outdoor areas. The hotel would also require up to 25 staff, who would be present to aid guests during their stays and/or patronage of other public areas. The San Diego Harbor Police Department confirmed that adequate police protection services to serve the Project are available and that the Project would be anticipated to have a minimal effect on the Department's average response time (Dye, pers. Comm., 2021). Furthermore, police protection services are already provided for the existing Annex Building. No new or physical altered police protection facilities would be required, and response times would remain acceptable. Therefore, the Project would have a **less-than-significant** impact, and no mitigation is required.

Schools?

No impact. No school facilities, including the closest public school to the Project site, Washington Elementary School, would be physically altered by the Project. As discussed in Section 3.14, "Population and Housing", the Project would be a hotel that would not increase the residential population and potential school enrollment in the area. Jobs generated during construction and operation would be drawn from the local workforce. Therefore, the Project would not increase demand for schools. **No impact** would occur. No mitigation is required.

Parks?

No impact. The Project would be a hotel that would not increase the residential population and potential demand for parks in the area. Jobs generated during construction and operation would be drawn from the local workforce. Guests and visitors generated from the Project would have access to the surrounding parks. The San Diego Bay waterfront provides a variety of parks and other recreational facilities to serve the local population as well as tourists who frequent the area. These recreational facilities are designed to serve residents and visitors, and the incremental increase in use by guests generated from the Project would not rise to the level of causing or accelerating substantial physical deterioration or require new or expanded facilities to be constructed. Therefore, the Project would not increase demand for parks. **No impact** would occur. No mitigation is required.

Other public facilities?

No impact. The Project would add approximately 65 short-term construction jobs and up to 25 employees at any given time during operations, all of which are anticipated to be sourced from the local workforce. The Project would not result in population growth that could strain existing public facilities, as discussed in Section 3.14, "Population and Housing." The maximum number of daily guests and visitors to the Project site is anticipated to be 1,000. However, this increase would not affect demand for public facilities such as libraries, which are generally based on residential population because residents are the ones that typically uses such facilities. Therefore, the Project would have **no impact** on other public facilities. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with public services; thus, mitigation measures are not required.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
a) 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?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 Environmental Setting

The Project site is located less than 0.5 mile northeast from the District's waterfront, which hosts a range of recreational facilities and parks including the Embarcadero Marina Park, Fifth Avenue Landing Park, Lane Field Park, Ruocco Park, San Diego Bayfront Park, and Tuna Harbor Park (District 2021a). Recreational activities conducted in these parks include biking, running, picnicking, kayaking, and paddle boarding (District 2021b). Art installations are also found throughout the District's waterfront area, and self-guided tours through these various art installations create another form of recreation. The North Embarcadero self-guided tour is the closest to the Project site, located 1 mile south, and is composed of 14 different art installations over a 1-mile route along the waterfront (District n.d. a).

Other parks close to the Project site include Waterfront Park and Amici Park, which are both less than 1 mile south of the Project site. Balboa Park, a large regional park, is also less than 1 mile east of the Project site. Waterfront Park includes civic greens for multi-use activities including events, festivals, and farmers markets; plazas and terraces for events and gatherings; promenades and themed gardens; picnic areas; and children play areas (County of San Diego 2018). Amici Park provides multi-use recreational opportunities and contains a dog park, amphitheater, and bocce ball courts available to the public (Little Italy Association 2021). Balboa Park is a 1,200-acre recreational space containing 17 museums, a variety of gardens, running and walking trails, and the San Diego Zoo (City of San Diego 2021a).

3.16.2 Discussion

a) 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?

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less-than-significant impact. An increase in the use of existing parks and recreational facilities typically results from an increase in the number of housing units or residences in the area which could increase in the overall population that uses the nearby local and regional recreational facilities. The Project would not create additional housing or generate a permanent increase in the population (see Section 3.14, "Population and Housing"). The maximum number of daily guests and visitors to the Project site is anticipated to be 1,000. Guests and visitors would have access

to the surrounding recreational facilities described above in Section 3.16.1, "Existing Setting". The San Diego Bay waterfront provides many different parks, art installations, and other recreational facilities to serve the local population as well as tourists who frequent the area. These recreational facilities are designed to serve residents and visitors, and the incremental increase in use by guests generated from the Project would not rise to the level of causing or accelerating substantial physical deterioration or require new or expanded facilities to be constructed. Furthermore, no recreational facilities or parks would be closed during construction of the Project. The Project does not include construction or expansion of the recreational facilities that could have an adverse physical effect on the environment.

Operation of the Project would require an estimated 25 employees at any given time which would also be pulled from the local workforce. No outside labor is anticipated to be needed for operation of the Project that could increase the overall population of the Project area. As such, the additional employees and visitors would not increase use of local and regional recreation facilities such that substantial physical deterioration of existing facilities would occur or accelerate, or new or expanded facilities would be required. Therefore, the impacts would be **less than significant**, and no mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant recreation impacts; thus, mitigation measures are not required.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐
e) Result in an insufficient parking supply that would lead to a decrease in public coastal access?	☐	☐	☒	☐

3.17.1 Environmental Setting

The transportation impact analysis presented in this section is based primarily on the *Transportation Impact Study Vehicle Miles Traveled – SB 743 Analysis for the STAY OPEN San Diego Project* (TIS) prepared by Chen Ryan Associates (2021a, Appendix G). The TIS, which is included as Appendix G, provides additional data and information related to the transportation analysis. The parking impact analysis is based primarily on the *Parking Analysis Technical Memorandum* prepared by Chen Ryan Associates (2021b, Appendix H).

ROADWAY NETWORK

Access to the Project site is served by the surrounding roadway network which includes I-5, Kettner Boulevard, and Pacific Highway.

State Highways

The following state highway is operated and maintained by Caltrans and provides regional access to the Project site:

- **I-5** is a north-south freeway that traverses the United States from the Mexican to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the major metropolitan areas of San Diego, Los Angeles, Sacramento and the eastern portion of the San Francisco Bay Area. Near the Project site, I-5 can be accessed via the Washington Street and I-5 interchange to the north of the Project site.

Roadways

The following roadways provide access to the Project:

- **Kettner Boulevard** is a one way three-lane roadway in vicinity of the Project site and is generally fronted by parking lots and car rental businesses. The posted speed limit near the Project site is 40 miles per hour (mph). Near the Project site, parking is generally permitted on the west side of the roadway. Sidewalks are present on both sides of the roadway; however, bicycle facilities are not present on either side of the roadway.

- **Pacific Highway** provides direct access to the Project site and is primarily a six-lane roadway with a raised median. North of the Project site, Pacific Highway is fronted by parking lots and the San Diego International Airport Rental Car Center. South of the Project site, Pacific Highway is fronted by the San Diego Air & Space Technology Center, as well as some parking lots and undeveloped parcels. Posted speed limit near the Project site is 35 mph. Near the Project site, parking is prohibited on both sides of the roadway. Sidewalks and Class II bicycle facilities are present along the corridor.

BICYCLE AND PEDESTRIAN FACILITIES

The bicycle and pedestrian transportation system in the City of San Diego is composed of local and regional bike lanes, bike paths, and bike routes. Bicycle facilities are classified as follows:

- Class I—off-street bike paths;
- Class II—on-street bike lanes marked by pavement striping;
- Class III—on-street bike routes that share the road with motorized vehicles;
- Bicycle Boulevard—local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate bicycle travel; and
- Cycle Track—bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers.

A complete network of pedestrian facilities (sidewalks) are present along all nearby streets in the vicinity of the Project site. Class II bicycle facilities are present along Pacific Highway.

TRANSIT SYSTEM

Railroad right-of-way consisting of four rail lines that serve the MTS San Diego Trolley, AMTRAK Pacific Surfliner intercity passenger rail, North County Transit District (NCTD) COASTER commuter rail, and freight rail service is located immediately to the east of the Project site. The Middletown Trolley Station located at Palm Street, between the Pacific Highway and Kettner Boulevard intersections, is approximately 900 feet southeast from the Project site. It serves as a stop for the Green Line Trolley. The Green Line Trolley has 15-minute headways during the morning and afternoon peak commute periods.

Senate Bill 743

The Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) which provides guidance for VMT analysis. The Office of Administrative Law approved the updated State CEQA Guidelines and lead agencies had an opt-in period until July 1, 2020 to implement the updated guidelines as they related to VMT. As of July 1, 2020, implementation of Section 15064.3 of the updated CEQA Guidelines apply statewide.

The OPR Technical Advisory states that lead agencies may screen out VMT using project size, maps, transit availability, and provision of affordable housing. Many agencies use these screening thresholds to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. These screening thresholds are identified below:

- *Small Project* – Projects that generate or attract fewer than 110 trips per day generally may be assumed to result in a less-than-significant transportation impact.

- *Map-Based Screening for Residential and Office Projects* – Residential and office projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.
- *Presumption of Less Than Significant Impact Near Transit Stations* – Lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT.
- *Presumption of Less Than Significant Impact for Affordable Residential Development* – Adding affordable housing to infill locations generally improves jobs-housing match in turn shortening commutes and reducing VMT. Further, low-wage workers in particular would be more likely to choose a residential location close to their workplace if one is available. In areas where existing jobs-housing match is closer to optimal, low-income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.

Parking and Public Access

The California Coastal Act, specifically Section 30252, requires new development within the Coastal Zone to maintain and enhance public access to the coast by providing adequate parking facilities or providing substitute means of serving the development with public transportation. In accordance with the California Coastal Act, a significant parking and public access impact would occur if the proposed project would result in an insufficient parking supply that, when considered with other modes of travel (e.g., bicycling, walking, transit use), would reduce the general public's access to the waterfront, as well as coastal commercial and recreational resources. To determine whether the proposed project would result in an insufficient parking supply, thereby inhibiting public coastal access, the analysis relies on the standards in the District's *Tidelands Parking Guidelines.*

3.17.2 Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less-than-significant impact. Railroad right-of-way consisting of four rail lines that serve the MTS San Diego Trolley, AMTRAK Pacific Surfliner intercity passenger rail, NCTD COASTER commuter rail, and freight rail service is located immediately to the east of the Project site.

The location of the Project in close proximity to an existing transit station would meet the intent of the certified Port Master Plan as it relates to public transit which is to "encourage the provision or extension of the public transit system into the industrial, commercial and public recreational areas of the tidelands; and, where feasible, to encourage public transit service as a substitute for parking at tideland facilities" (District 2020:35). Additionally, the Project would diversify land uses and increase density in the area while providing easy and proximate access to the airport and existing nearby MTS transit service which would support a District land use objective for commercial land uses of providing convenient access from transportation terminals (District 2020:17). Therefore, the Project would be consistent with the intent of encouraging the access to and use of public transit as described in the Port Master Plan. The Project would likely increase the demand for transit in the area, primarily on the light rail trolley system (i.e., MTS San Diego Trolley). However, the Green Line Trolley has sufficient capacity to accommodate the additional riders anticipated to be generated by the Project. Therefore, the Project would not conflict with the District's Port Master Plan or any transit service or facilities in the area and existing transit services have sufficient capacity to serve the Project.

Continuous pedestrian facilities are present in the vicinity of the Project site and connect the Project to the Middletown Trolley Station, including sidewalks and a pedestrian rail crossing at Palm Street. Near the Project site, intermittent bicycle facilities are located along Pacific Highway. Class II bicycle facilities are located on the western side of Pacific Highway, and no bicycle facilities are located on the eastern side of the roadway in the immediate Project vicinity. Kettner Boulevard, located east of the Project site and railroad right-of-way, does not have any bicycle facilities present.

As identified in the City of San Diego's Bicycle Master Plan (December 2013), a cycle track along Pacific Highway is planned in the vicinity of the Project site, including a prioritized segment between the Ocean Beach bike path and Sassafras Street, just north of the Project site. However, the Project would not change the existing surrounding roadway network; and thus, would not conflict with this future bicycle facility. Additionally, the Project would include designated areas for shared transportation services, including scooters and bicycles. A total of 10 outdoor bicycle locks would be provided for use by guests and visitors.

For the reasons detailed above, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system; and thus, would result in a **less-than-significant** impact and no mitigation is required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less-than-significant impact. State CEQA Guidelines Section 15064.3 was added on December 28, 2018, to address the determination of significance for transportation impacts, which requires VMT as the basis of transportation analysis instead of congestion (such as LOS). The change in the focus of transportation analysis is intended to shift the focus from congestion to, among other things, reduction in greenhouse gas emissions, encouraging mixed-use development, and other factors. State CEQA Guidelines Section 15064.3(b) identifies criteria for analyzing the transportation impacts of a project.

Section 15064.3(b)(4), "Methodology," explains that lead agencies, such as the District, have discretion to choose the most appropriate methodology to evaluate VMT subject to other applicable standards such as State CEQA Guidelines Section 15151 (standards of adequacy for EIR analyses).

In 2018, OPR released a Technical Advisory to provide advice and recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures as they relate to the implementation of SB 743. The Technical Advisory notes that projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor generally may be presumed to cause a less-than-significant transportation impact unless project-specific or location-specific information indicates that the project would still generate significant levels of VMT. Public Resources Code (PRC) Section 21064.3 defines a major transit stop as a site containing an existing rail transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21155 defines a high-quality transit corridor as a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The proposed project is located less than ½ mile from an existing rail transit service and bus transit service, is in close proximity to destinations (e.g., the waterfront, Downtown San Diego, Balboa Park), and is in close proximity to the airport, all of which inherently lower VMT. In addition, the project itself proposes to provide shared transportation services, including scooters and bicycles, thereby further reducing trip generation and VMT. The proposed project is expanding the existing Annex Building by nearly 200 percent (from approximately 10,923 square feet to 31,000 square feet) and the project proposes to utilize an existing paved parking lot for parking, landscaping, and a stormwater basin, and this parking lot area has historically been used as a parking lot (most recently by Park n' Fly and Budget Car Rental prior to that). Thus, the project is increasing the development intensity of an existing building that is less than ½ mile from an existing rail transit service and bus transit service, is in close proximity to destinations, and is in close proximity to the airport, which collectively lower VMT. Further, the proposed project is not a project that includes more parking for use by residents, customers, or employees than required by the jurisdiction, nor is it inconsistent with the Sustainable Communities Strategy.

Construction

Construction of the Project is expected to begin in June 2023 and end in August 2024 for a total duration of approximately 15 months. The average numbers of construction employees onsite would vary during the different stages of construction. To account for potential periods of phase overlap during the building construction stage, Project construction could require up to 65 construction workers onsite at one time.

Project construction activities would not result in long-term increases in vehicular trips because the construction would be temporary and intermittent in nature. Additionally, the VMT of construction workers is not newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. This redistribution would be nominal and temporary; and thus, construction traffic is not expected to significantly increase VMT in the region.

Operations

The hotel would provide accommodations for up to 294 overnight guests with a variety of accommodation types including PODs and private rooms. The lobby indoor/outdoor bar and café and rooftop restaurant and bar would provide a total of 465 seats for guests and visitors. A maximum daily total of 25 employees would be needed to operate the Project.

The Project would promote the use of alternate forms of transportation by providing an interactive kiosk and a STAY OPEN smart phone application that would inform guests and visitors about available public transportation and shared transportation services in the area. Additionally, the Project would be located 900 feet from the Middletown Trolley Station, a stop along the Green Line Trolley. Continuous sidewalks are present in the vicinity of the Project site; thus, providing direct pedestrian access between the Project site and the Middletown Trolley Station without any barriers. The headway of the Green Line Trolley; which provides service south into the Downtown area and east to popular restaurant, retail, and recreational destinations; is 15 minutes during the morning and afternoon peak commute periods. Therefore, the Middletown Transit Station is considered a major transit stop as defined by PRC Section 21064.3. Thus, using guidance provided in the OPR Technical Advisory, because the Project is located within 0.5 mile of an existing major transit stop it is presumed to result in a less-than-significant VMT impact.

Summary

For the reasons detailed above, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b); and thus, would result in a **less-than-significant** impact to VMT and no mitigation is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-significant impact. The Project would not require the construction, re-design, or alteration of any public roadways. Vehicles would access the Project site from Pacific Highway. Before construction activities, the applicant would obtain the necessary construction-related traffic control permit from the City of San Diego to address any potential encroachment into the public right-of-way from planned construction activities.

All on site roadway improvements associated with the Project, such as a rebuilt driveway, would be constructed in accordance with District design and safety standards and City of San Diego design and safety standards (when in the right-of-way). Additionally, the Project is subject to the District's review process (and City of San Diego review process when in the right-of-way) which would ensure that that the Project design would comply with all applicable industry roadway/driveway design standards. Additionally, in accordance with District and industry-wide standards, the Project would provide adequate sight distance at all access points. Therefore, the Project would not substantially increase transportation-related hazards; and thus, would result in a **less-than-significant** impact and no mitigation is required.

d) Result in inadequate emergency access?

Less-than-significant impact. The Project would not require the construction, re-design, or alteration of any public roadways. Demolition and construction work would occur primarily within the vacant portion of the Annex Building

and on the building rooftop. Emergency access would be subject to review by the District and responsible emergency service agencies; thus, ensuring the Project would be designed to meet all applicable emergency access and design standards. Therefore, the Project would not result in inadequate emergency access; and thus, would result in a **less-than-significant** impact and no mitigation is required.

e) Result in an insufficient parking supply that would lead to a decrease in public coastal access?

The Project would provide 85 parking spaces for hotel and restaurant guests. Table 1 of the District's Tidelands Parking Guidelines identifies the required parking for new developments located within the District. However, the Tidelands Parking Guidelines do not have parking rates for hotels containing PODs; therefore, the "Hotel in districts other than Neighborhood Commercial1" land use parking rate was obtained from the City of San Francisco Municipal Code (SFMC), Article 1.5: Off-Street Parking and Loading, Section 151 for this project feature. The parking rate identified in this section of the SFMC for a hotel is has a minimum of zero parking spaces (none required) with a maximum of 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23. However, based on the location of the project site (e.g., near transit) as well as the characteristics of the PODs feature of the project, which is intended to provide lower cost overnight accommodations when compared to a hotel, a parking rate of one (1) parking space for each 16 guest bedrooms where the number of guest bedrooms exceeds 23 was utilized. The unadjusted parking demand for the Project is 82 parking spaces as shown in Table 3.17-1.

Table 3.17-1 Project Parking Demand - Unadjusted

Land Use	Units	Rate	Minimum Number of Auto Spaces (Base)
Hotel	17 rooms	0.6 per room	11
PODs	226 POD rooms	0.0625 per bed [a]	21
Hotel Restaurant	465 seats	0.12 per seat [b]	56
Total Unadjusted			**82**

Notes:

a City of San Francisco Municipal Code, Article 1.5: Off-Street Parking and Loading, Section 151.

b Parking requirements calculated utilizing number of seats as this is a more accurate indicator of the number of people expected to drive to the project site considering the higher population density surroundings and access to mass transit (trolley).

Source: Appendix H

However due to the Project's features and location, adjustment factors from the Tidelands Parking Guidelines were applied to the Project's parking demand. The adjustment factors are the Project's proximity to public transit (minus 3 spaces), access to SDIA (minus four spaces), and the airport shuttle service (minus 1 space). These adjustment factors reduce the Project's parking demand by a total of 8 spaces from 82 to 74 parking spaces (Appendix H). The Project would provide 85 vehicle parking spaces which exceeds the minimum parking requirement of 74 spaces. Therefore, the Project would not result in a decrease in public coastal access due to inefficient parking supply. The impact would **be less than significant**. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant transportation impacts; thus, mitigation measures are not required.

1 The SFMC identifies Neighborhood Commercial neighborhoods as neighborhoods with a mixed-use characteristic (residential & commercial). The proposed project does not include a residential component and therefore it is more appropriate to use a rate for an area that is *not* Neighborhood Commercial.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒

3.18.1 Environmental Setting

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. No California Native American tribes have requested notification for environmental review projects under CEQA within the District's jurisdiction.

A records search at SCIC was conducted for the Project site and quarter-mile radius to determine if tribal cultural resources are present within the Project site. No tribal cultural resources that are listed in or eligible for listing in the CRHR were identified during the records search. Additionally, a Sacred Lands File Search of the Project area was obtained from NAHC. No Sacred Lands were identified by the NAHC.

3.18.2 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No impact. The SCIC records search resulted in the identification of no tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, within the Project site including the construction staging area. Therefore, there would be **no impact.** No mitigation is required.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No impact. No California Native American tribes have requested to be informed of projects by the District; therefore, there is no trigger to begin consultation under AB 52, resulting in no resources identified as tribal cultural resources under Public Resources Code Section 21074. Therefore, there would be **no impact.** No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with tribal cultural resources; thus, mitigation measures are not required.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

Water service is currently provided to the Project site by the Water Branch of the City of San Diego's Public Utilities Department. The City of San Diego relies on imported water supplies from the San Diego County Water Authority (SDCWA). Imported water from SDCWA accounted for about 89 percent on average from 2016 to 2020 (City of San Diego 2021c). SDCWA's water supplies include desalinated seawater, water transfers from the Imperial Irrigation District (IID), and imported (SWP and CRA) water purchased and delivered through MWD's system to San Diego County via the SDCWA aqueducts. Water is also sourced from local runoff from rainfall that is captured in the City's reservoirs and wastewater recycled for non-potable water demands at the City's water reclamation plants. Because of the City's reliance on imported water, the convergence of critical water supply issues has far-reaching implications for the City that requires long range and proactive planning (City of San Diego 2021c).

As part of the California Urban Water Management Planning Act and resulting California Water Code, an urban water supplier must prepare, adopt, and submit an Urban Water Management Plan (UWMP) to the California Department of Water Resources every 5 years. As a result, the City of San Diego is in the process of preparing the 2020 San Diego UWMP to develop a credible and balanced 20-year projection of water demand; update and improve the water demand forecast in the UWMP; adopt and integrate a Water Shortage Contingency Plan; and, utilize and build on the City's Sustainability Department's CAP.

The City of San Diego's UWMP reviews the City's historic and current water use projections and compares water supplies with demands over the next 25 years. The UWMP serves as a long-range planning document for water supply and demand and provides an overview of the City's water supply and usage, recycled water and conservation programs. Table 3.19-1, Table 3.19-2, and Table 3.19-3 provide a summary of the City of San Diego's existing and projected supply and demand for water.

Table 3.19-1 City of San Diego Projected Water Demand and Supply in a Normal Year

	Demand and Supplies (acre-feet per year)				
	2025	2030	2035	2040	2045
Water Demand (with wholesale and conservation) [a]	202,865	210,547	217,156	223,598	228,065
Local Water Supplies [b]	53,088	69,888	129,248	129,248	129,248
Water Supply from SDCWA (purchased water)	149,778	140,660	87,907	94,350	98,816
Total City Water Supplies	202,865	210,547	217,156	223,598	228,065
Estimated Water Shortages	0	0	0	0	0

[a] Includes consumptive use (retail and wholesale), NRW, conservation, and non-potable recycled water demands

[b] Local water supplies include recycled, non-potable water, Pure Water Phase 1 and 2, local surface supply, City-Lake Cuyamaca Interagency Agreement, and groundwater.

Source: City of San Diego 2021c

Table 3.19-2 City of San Diego Projected Water Demand and Supply in a Single Dry Year

	Demand and Supplies (acre-feet per year)				
	2025	2030	2035	2040	2045
Water Demand (with wholesale and conservation)[a]	210,169	218,128	224,973	231,648	236,274
Local Water Supplies[b]	54,931	71,731	131,091	131,091	131,091
Water Supply from SDCWA (purchased water)	155,238	146,397	93,882	100,557	105,183
Total City Water Supplies	210,169	218,128	224,973	231,648	236,274
Estimated Water Shortages	0	0	0	0	0

[a] Includes consumptive use (retail and wholesale), NRW, conservation, and non-potable recycled water demands

[b] Local water supplies include recycled, non-potable water, Pure Water Phase 1 and 2, local surface supply, City-Lake Cuyamaca Interagency Agreement, and groundwater.

Source: City of San Diego 2021c

Table 3.19-3 City of San Diego Water Demand in a Multiple Dry Year, Year 5

	Demand and Supplies (acre-feet per year)				
	2025	2030	2035	2040	2045
Water Demand (with wholesale and conservation) [a]	207,735	215,601	222,367	228,964	233,538
Local Water Supplies [b]	49,620	66,420	125,780	125,780	125,780
Water Supply from SDCWA (purchased water)	158,114	149,181	96,586	103,184	107,757
Total City Water Supplies	207,735	215,601	222,367	228,964	233,538
Estimated Water Shortages	0	0	0	0	0

[a] Includes consumptive use (retail and wholesale), NRW, conservation, and non-potable recycled water demands

[b] Local water supplies include recycled, non-potable water, Pure Water Phase 1 and 2, local surface supply, City-Lake Cuyamaca Interagency Agreement, and groundwater.

Source: City of San Diego 2021c

Wastewater treatment services are currently provided to the Project site by the City of San Diego's Public Utilities Department Wastewater Branch. Wastewater generated on the Project site is routed through the existing sewer system for treatment at the Point Loma Wastewater Treatment Plant (PLWTP), which is owned by the City of San Diego. The PLWTP currently treats approximately 175 million gallons per day (mgd) of wastewater that is generated in a 450-square-mile area by more than 2.2 million residents. Located on a 40-acre sites on the bluffs of Point Loma, the PLWTP has a treatment capacity of 240 mgd and a peak wet weather capacity of 432 mgd. In compliance with federal and State laws, treated effluent from the PLWTP is discharged to the Pacific Ocean through a 4.5-mile long ocean outfall off Point Loma (City of San Diego 2021c).

Solid waste generated at the Project site is collected by a City of San Diego-franchise waste hauler, EDCO, and transported to a local landfill. The waste hauler must be City of San Diego approved per San Diego Municipal Code Section 66.0101. City of San Diego-approved waste haulers are allowed to dispose of municipal solid waste at any of the landfills in San Diego County, but the City has the authority to direct waste to specific waste management facilities or prohibit the use of other waste management facilities to extend the capacity and useful life of the facilities for the general welfare of the community (San Diego Municipal Code Section 66.0129). West Miramar Landfill is closest to the Project site, approximately 7 miles to the northeast. The West Miramar Landfill currently has a maximum permitted throughput of 8,000 tons per day and a remaining capacity of 11,080,871 cubic yards (CalRecycle 2019a). The West Miramar Landfill receives about 3,900 tons of waste on weekdays and lesser amounts on Saturdays (City of San Diego n.d. d). Remaining daily capacity is therefore approximately 4,100 tons per day.

San Diego Gas & Electric (SDG&E) provides electrical power and natural gas to the Project site. SDG&E provides energy service to a population of 3.6 million people through 1.4 million electric meters and 873,000 natural gas meters within a 4,100-square-mile service area that includes San Diego and southern Orange County (SDG&E 2020).

3.19.2 Discussion

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-significant impact. The Project would redevelop the existing Annex Building, which contains existing utility infrastructure, into a hotel. The Project would use these existing utility connections on the site, and operation of the hotel would not generate a utility demand that would require relocation of existing utilities or construction of additional utilities.

A 14-inch Vitrified Clay Pipe located east of the Annex Building would continue to be used to convey wastewater from the Project site (LFA 2021; Appendix I). This sewer line extends south through the eastern portion of the Annex Building and continues south parallel to the railroad right of way. Wastewater generated from the Project would be routed through this existing sewer line for treatment at the PLWTP. According to the City of San Diego, the PLWTP currently treats 175 mgd of wastewater generated by more than 2.2 million residents (City of San Diego 2021c). Furthermore, PLWTP has a treatment capacity of 240 mgd (City of San Diego 2021c). The Project is estimated to produce a peak wet weather flow of 0.022 cubic feet per second (cfs) which translates to 0.014 mgd, a fraction of the PLWTP's treatment capacity of 240 mgd. Furthermore, the Project's peak wet weather flow of 0.022 cfs also translates to a Ratio of Depth of Flow Pipe Diameter (dn/D) of 0.05, which is below the 0.5 dn/D minimum requirement for sewer flow outlined in the City of San Diego's Sewer Design Guide, and no upgrades to the existing City sewer system would be required from implementation of the Project (LFA 2021). Operation of the Project would not generate wastewater volumes that would exceed the capacity of the existing system.

The existing Annex Building sources potable water from a 12-inch water line that runs along Pacific Highway (LFA 2021). The Project would connect to this existing water line. Two fire hydrants are present on the Project site; one is located directly in front of the Annex Building and the other is located approximately 20 feet to the east. The fire flow from these two hydrants would provide adequate fire coverage for the Project (LFA 2021). The Project would have a

peak hour potable water demand of 621 gallons per minute (gpm), which is less than that existing 4,000 gpm minimum fire water demand available on the Project site. Therefore, no upgrades to the City's existing water system would be required. The availability of water supplies to serve the project is addressed in question (b) below.

As discussed above in Section 3.10, "Hydrology and Water Quality", the Project would not result in an increase in the volume of stormwater runoff that would exceed the capacity of the existing stormwater drainage system. The Project would increase the pervious surface on the site with the installation of the stormwater treatment basin to decrease the overall amount of runoff on the site. Therefore, the Project would not require the construction of expanded stormwater infrastructure due to increase volumes. The Project changes to the existing on-site storm drains (e.g., relocation of inlets within the Project site) would be appropriately sized and able to carry stormwater during a rain event in accordance with District standards and stormwater management requirements. Consistent with the City's storm drain design requirements, any storm drain installed along Pacific Highway would be at least 18 inches in diameter, and all newly installed storm drains would have the capacity to convey discharge from the Design Storm Frequency as defined in the City of San Diego's Drainage Design Manual (City of San Diego 2017).

Electric power is sourced from a 2.4 kilovolt (kV) line that passes runs between the Annex Building and the Administration Building. This power line connects to the Kettner Substation. Natural gas is sourced from a 4-inch gas main that runs along Sassafras to the northwest. SDG&E provides electrical power and natural gas to the City of San Diego and Project site. SDG&E currently services a population of 3.6 million people in San Diego and southern Orange County (SDG&E 2020). The Project is estimated to generate an electrical demand of 658 MWh/year and natural gas demand of 2,965 MMBtu/year (Appendix B). While the Project would contribute to the overall electricity and natural gas demand, given the current service territory of SDG&E, the Project site is already served with electrical and natural gas infrastructure and the Project would not generate demand for electricity or natural gas such that new or expanded existing electrical or natural gas infrastructure would be required. For the reasons described above, the Project would not generate a demand that would require new or expanded utility infrastructure that could cause significant environmental effects; the impact would be **less than significant**, and no mitigation is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-significant impact. The Project is in the water service area of the City of San Diego. The City's estimated water supplies and demands in normal, single dry, and multiple dry years for 2025 are 202,865 acre-feet per year (AF/year), 210,169 AF/year, and 207,735 AF/year, respectively (City of San Diego 2021c; Table 3.19-2; Table 3.19-3; Table 3.19-4). These water demand projections of the City of San Diego Draft Urban Water Management Plan (February 2021) are based on growth projections for the City of San Diego water service area provided by SANDAG, based on its Series 14: 2050 Regional Growth Forecast. The growth forecast projections are based in part on existing and planned land uses of the agencies that manage land use in the region, including within the City's water service area. In 2020, the Commercial Institutional and Industrial sector, which includes hotels, accounted for 27 percent of water use within the service area. The population of the City's water service area is projected to increase by almost 91,000 people between 2020 and 2025, and by approximately 240,000 people between 2020 and 2045 (City of San Diego 2021c).

The Project's estimated water use would primarily result from the hotel component (a total of up to 294 beds: 226 beds within shared POD rooms that do not include bathroom or shower facilities and 68 beds within 17 private rooms that may include private bathrooms), shared bathrooms and shower facilities, restaurant and bar areas and associated kitchen space, a guest laundry area, and exterior irrigation for landscaping. The Project's average water demand would be 5.2 AF/year, and the peak hour water demand would be 28,456 gallons (LFA 2021). Moreover, the Project does not meet the requirements of a "water-demand project" requiring preparation of a project-specific water supply assessment because it does not have more than 500 rooms (CEQA Guidelines Section 15155[a](1)[D]). Given the Project's relatively negligible water demand of 5.2 AF/year compared to the City's projected water supplies during normal, single, and multiple dry year scenarios (202,865 AF/year, 210,169 AF/year, and 207,735 AF/year), there would be adequate water supply available to serve the Project and reasonably foreseeable future development in the City's service area. Furthermore, the City is planning to source water locally and rely less on the purchase of water through the SDCWA with planned and potential projects including the Pure Water San Diego Program to increase

the reliability of water supplies (City of San Diego 2021c). The Project would be required to obtain a Will-Serve letter for water supply from the City of San Diego before operations. Because there are adequate water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, the impact would be **less than significant**, and no mitigation is required.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less-than-significant impact. As discussed above in question a), the Project is estimated to produce peak wet weather flow of 0.014 mgd of wastewater, which is a fraction of PLWTP's treatment capacity of 240 mgd. In addition, the Project would be required to obtain a Will-Serve letter for wastewater service from the City of San Diego before operations. Therefore, the PLWTP would have adequate capacity to serve the Project's projected demand, in addition to the provider's existing commitments. Impact would be **less than significant** and no mitigation is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-significant impact. Demolition and construction activities would generate up to 835 tons of demolition debris over the duration of Project construction. Given that the maximum permitted throughput of this landfill is 8,000 tons per day, the demolition debris generated from the Project would not be in excess of the existing total landfill capacity of 11,080,871 cubic yards or daily capacity of 4,100 tons per day. During construction, the Project proponent would comply with the City of San Diego Construction and Demolition Debris Ordinance which requires construction projects to pay a refundable construction and demolition debris recycling deposit, divert their debris by recycling, reusing, or donating reusable materials, and keep construction and demolition materials out of landfills (San Diego Municipal Code Article 6 Division 6). Furthermore, operation of the Project is estimated to generate 95 tons annually (Appendix B), which results in approximately 238 cubic yards annually and would not exceed West Miramar Landfill's remaining capacity of 11,080,871 cubic yards.

Materials that are not permitted to be disposed of at landfills and designated as hazardous, such as ACM, lead-based paint materials, and other building finishes would be disposed of by an approved hazardous waste handler at an appropriate waste facility in accordance with Title 22 CCR Division 4.5, *Environmental Health Standards for the Management of Hazardous Wastes*.

Construction and operation of the Project would be minimal compared to the remaining capacity the maximum permitted throughput of the West Miramar Landfill, and would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be **less than significant,** and no mitigation is required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-significant impact. The Project would comply with applicable local, state, and federal solid waste disposal standards including applicable elements of the Resource Conservation and Recovery Act (RCRA) (40 CFR Parts 239 to 282), the Toxic Substances Control Act (15 U.S.C. Section 2601 et seq.), the California Department of Toxic Substances Control's hazardous waste regulations (CCR, Title 22, Division 4.5), and the Integrated Waste Management Act (AB 939). The RCRA gives the U.S. Environmental Protection Agency the authority to manage the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also set forth a framework for the management of non-hazardous solid wastes (EPA 2020a). The Toxic Substances Control Act and the California Department of Toxic Substances Control's hazardous waste regulations control human and environmental exposures for numerous chemical substances and mixtures that may be present in solid waste (EPA 2020b; DTSC 2021b). The Integrated Waste Management Act (AB 939) requires the state to divert 50 percent of its solid waste from landfill disposal through measures such as source reduction, recycling, and composting (CalRecycle 2019b).

Demolition materials would be disposed of at the West Miramar Landfill while a recycling program would be implemented for operation of the hotel as required by the City of San Diego's Recycling Ordinance and consistent with AB 939 (1990) and AB 341 (2011). The Project would comply with the City of San Diego Construction and Demolition Debris Ordinance as described in question d) above. As such, the Project would comply with federal, state, and local statues and regulations related to solid waste. Impacts would be **less than significant** and no mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with utilities and service systems; thus, mitigation measures are not required.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?	☐ Yes		☒ No	
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Environmental Setting

The Project site is not located in or near state responsibility areas classified as Very High Fire Severity Zones (FHSZs) by the California Department of Forestry Resources (CAL FIRE) (CAL FIRE 2020a). The Project site is located within a local responsibility area designated as a non-Very High FHSZ by the City of San Diego (City of San Diego 2009, CAL FIRE 2020b). However, approximately 0.25 mile east, on the other side of I-5, are local responsibility areas designated as Very High FHSZ in portions of Midtown and Park West. Further east, in Balboa Park, are additional local responsibility areas designated as Very High FHSZ (City of San Diego 2009).

3.20.2 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-significant impact. The Project is not located in or near state responsibility areas classified as Very High FHSZs. In addition, as described above in Section 3.9 Hazards, response f) compliance with the traffic control permit would maintain access and connectivity during construction, and the Project would not substantially impair evacuation or emergency response plans outlined in the EOP or other local emergency response plans. Once construction is complete, the Project would operate similar to its pre-construction condition, and no permanent changes to public rights-of-way would occur that could substantially impair implementation of the EOP or other

adopted emergency response plans. Because adequate access would be maintained throughout construction activities, this impact would be **less than significant**, and no mitigation is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-significant impact. The Project site is in a highly developed portion of the City of San Diego surrounded by airport-related commercial and industrial land uses. No wildland areas are within the vicinity of the Project site, and the City of San Diego classifies the Project area as non-Very High FHSZ (City of San Diego 2009, CAL FIRE 2020b). Local responsibility areas classified as Very High FHSZ are approximately 0.25 mile east of the Project site in portions of Midtown and Park West, and further east in Balboa Park (City of San Diego 2009, CAL FIRE 2020b). However, given that the major interstate highway, I-5, along with various developed land separate the Project site from these high fire hazard zones, the potential for exacerbated wildfire risks from construction or operation of the Project would be **less than significant**, and no mitigation is required.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No impact. The Project would redevelop the existing Annex Building and a portion of the adjacent parking lot into a hotel. The existing on-site utility infrastructure that served the Annex Building (i.e., water supply, wastewater, electricity and natural gas, and storm water) would be used to serve the Project. A storm water treatment basin would be installed in the southern portion of the parking lot, and all other on-site utilities would be installed underground with the exception of transformer boxes and cabinet facilities. The Project would adhere to all safety requirements for the transformer boxes, cabinet facilities, and all other utility infrastructure that could pose a fire risk. Because the Project would use the existing utility infrastructure, most new utilities would be installed underground, and all safety requirements for new aboveground utility infrastructure would be adhered to, exacerbated fire risks would be minimal. Therefore, **no impact** would occur. No mitigation is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. The Project is in an area of predominantly flat terrain and would not involve slope changes that could expose people to risks of flooding from post-fire instability. The Project would involve some changes to the existing parking lot. However, the existing drainage conditions would be improved with the construction of a 5,000-square-foot storm water treatment basin at the southern end of the parking lot that is currently asphalt. Furthermore, the Project would increase the pervious surface on the Project site by 11,000 square feet and drought tolerant plants and shade trees would be installed along with the storm water treatment basin to assist with stormwater drainage during storm events. Therefore, implementation of the Project would not expose people or structure to significant risks as a result of runoff, post-fire slope instability, or drainage changes. **No impact** would occur. No mitigation is required.

REQUIRED MITIGATION MEASURES

The Project would not result in significant impacts associated with wildfire risks; thus, mitigation measures are not required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially 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 a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.21.1 Environmental Setting

State CEQA Guidelines Section 15130 requires that an environmental impact report include discussion of the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable", which means that the incremental effects of an individual project are significant when viewed in connection with the effects of past, current, and probable future projects.

State CEQA Guidelines Section 15130(b) identified the following three elements that are necessary for an adequate cumulative analysis:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency, or a summary of projections contained in an adopted general plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.
- A summary of expected environmental effects to be produced by those projects. The summary shall include specific reference to additional information stating where the information is available.
- A reasonable analysis of the cumulative impacts of the relevant projects and an examination of reasonable options for mitigating or avoiding any significant cumulative effects.

A list of past, present, and probable future projects is provided in Table 3.21-1. Past projects for this document are defined as those that were recently completed (within the last 5 years) and are now operational. Present projects are defined as those that are under construction but not yet operational. Probable future projects are defined as those for which a development application has been submitted or credible information is available to demonstrate that

project development is the probable outcome. Projects were identified based on publicly accessible information on the District website, the SDIA website, the City of San Diego website, and communications with District staff members.

Projects were selected based on their location within the cumulative study area for the Project and the potential to cause impacts related to the impacts of the Project. The geographic scope of the cumulative impact analysis area varies based on the environmental topic. The study area for each environmental topic is described under the environmental topic headings below.

Table 3.21-1 Cumulative Projects

No.	Project Name	Location	Description	Status
1	SDIA Master Plan-Parking Plaza	3225 North Harbor Drive, San Diego, CA	A parking plaza adjacent to Terminal 2 on SDIA was constructed in 2018. The parking plaza is a three-story, 1,035 million-square-foot approximately 34–48-foot-high parking structure with 1,753 new parking spaces, for a total of 3,076 parking spaces. A total of 46 palm trees were removed, and the area was landscaped and graded 34,400 cubic yards.	Completed
2	Lane Field North and South	North side of Broadway between North Harbor Drive and Pacific Highway, San Diego, CA 91910	Two hotels totaling 800 rooms, parking facilities, and retail uses on a 5.8-acre parcel formerly used as a parking lot. Construct park/plaza on western 150-feet of property. Construction was completed in 2018.	Completed
3	United Airlines Hangar and Terminal Relocation and Preservation	Palm Street/Pacific Highway/Admiral Boland Way, San Diego, CA 92101	The United Airlines Hangar and Terminal (UAHT) building was originally constructed along Pacific Highway in 1931 as a Spanish Revival/Modernistic-style hangar and terminal for Pacific Air Transport/United Airlines, until it was moved to its current location in 1952 at the San Diego International Airport. The UAHT building, totaling 8,216 square feet, has been in continuous use for airport support purposes and will be relocated and preserved on the north side of the airport (north end of an existing paved parcel at the corner of Pacific Highway and Palm Street), very close to its original location along Pacific Highway. The structure will continue to be used for airport support purposes.	Anticipated to be disassembled in current location in Fall 2021 and relocated and reassembled in 2022.
4	Portside Pier Restaurant Redevelopment Project [a]	1360 North Harbor Drive, San Diego, CA 92101	Redevelopment of an existing waterfront restaurant with a new facility, including new pilings, piers, decking, and structure. The new facility is approximately 33,577 square feet and includes three distinct dining establishments, a coffee and gelato shop, an expanded dock and dine for short-term boat berthing, and a public viewing deck. Restaurant seating increased by 464 seats. A new public viewing deck with approximately 108 seats was constructed and the replacement dock and dine boat dock allows for an increase in boat slips from 2 to 12 boat slips. Construction was completed in 2020.	Completed
5	SDIA – International Arrivals Facility	3225 North Harbor Drive, San Diego, CA	The new International Arrivals facility at SDIA features six international gates, an expanded baggage claim and passenger wait area, and two public artworks. The 130,000 square-foot facility was completed in June 2018.	Completed

No.	Project Name	Location	Description	Status
6	Sunroad Hotel	East Harbor Island	The Sunroad Hotel would have 450 rooms, a 12-level wing with extended stay rooms, and a 15-level wing with limited-service rooms. Amenities open to the public would include a walk-up restaurant and bar area accessible via the sidewalk on Harbor Island Drive, a 15-foot wide promenade, interior pathways, and an open space area. There will also be retail shops, parking, and temporary and permanent mini destinations to draw people to and through the hotel and amenities, mobile carts for retail/specialty items and/or food, and game/exercise spots.	Board of Port Commissioners approved an Option to Lease Agreement (Option) for the project as well as an Addendum to the 2014 Revised Final Environmental Impact Report in 2021. Expected to begin construction in late 2023.
7	Pacific Beach Pipeline South	Along Midway/Pacific Highway Corridor and Mission Bay Areas	The project is replacing 38,725 linear feet of an existing water main and 6,731 linear feet of existing VC sewer main to new 16-inch PVC mains with the abandonment of the Pacific Beach Reservoir, which is no longer in use.	Most construction was completed in 2020 and the project is anticipated to be complete by the end of 2022.
8	B Street Shore Power Project	B Street Pier and 1140 and 1000 North Harbor Drive	Project consists of infrastructure components to provide shore power to existing terminal operations at the B Street and Broadway Piers (three berths) with the result of reducing air pollutant emissions and greenhouse gas emissions while cruise ships are berthed. Initially, shore power will be available to one ship at a time; in subsequent years, two ships will be able to use shore power at the same time.	CEQA document approved; divided into phases, and Phase 2 construction anticipated in 2022
9	B Street Cruise Ship Terminal Maintenance Projects [a]	B Street Pier 1140 North Harbor Drive	Projects on the B Street Pier are required to address routine maintenance requirements to improve safety, security, integrity, aesthetics, and comfort of this facility. Roof replacement, canopy improvements, roll-up and rolling rate doors installation, fire system upgrades, clean and paint ceilings and hangers, mobile gangway and platform painting, and a photovoltaic system	Currently in project design and review
10	Harbor Island West Marina Redevelopment [a]	2040 Harbor Island Dr, San Diego, CA 92101	Landside improvements include: demolish and replace on-site buildings, parking lot, and landscaping; reconstruct public viewing deck and construct new promenade. Waterside improvements include: demolish existing docks providing 620 boat slips and construct new docks providing 603 boat slips.	Under environmental review.
11	San Diego Symphony Bayside Performance Park [a]	Portion of Embarcadero Marina Park South, 224 Marina Park Way	The project includes: park enhancements such as the replacement and enhancement of public park amenities throughout Embarcadero Marina Park South, provision of public access enhancements, and installation of a permanent performance stage and event venue ("Bayside Performance Park") within a portion of Embarcadero Marina Park South. Following project construction, Embarcadero Marina Park South would continue to be operated by the District, with the exception that the Bayside Performance Park portion would be operated and maintained by the project applicant, the San Diego Symphony Orchestra Association.	Environmental review completed in 2018; Project opening Summer 2021.

No.	Project Name	Location	Description	Status
12	SDIA Terminal 1 Redevelopment Project	3225 North Harbor Drive, San Diego, CA	The project includes replacement of the aging and outdated SDIA Terminal 1 and related improvements.	The Final EIR for the project was certified in January 2020 and construction is scheduled to begin in late 2020.
13	SDIA Northside Development Projects	3225 North Harbor Drive, San Diego, CA	SDIA completed a series of improvements to the north side of the airport including a receiving a distribution center that was completed in 2021, a fixed-base operator complex that was completed in 2014, a rental car center, and roadway improvements.	Completed
14	Hillcrest Focused Plan Amendment	Hillcrest and Medical Complex neighborhoods	City led community plan amendment for an approximate 380-acre area in the Hillcrest and Medical Complex neighborhoods to identify additional housing opportunities, public spaces, and mobility improvements.	The amendment is currently under review and is expected to be brought forward to hearing by the end of 2022.
15	Scripps Mercy Hospital Renovation Project	4077 Fifth Ave, San Diego, CA	Renovation of the Scripps Mercy Hospital would include replacing the existing acute care building with a new 710,000-square-foot, seismically sound tower featuring 12 stories above ground and three below. Most of the rooms in the hospital will be private. Other work includes upgrades to the central energy plant.	Construction of the replacement tower is expected to begin in 2022 and finish in 2027.
16	Central Mobility Hub (CMH) Project	Midway Community	Central Mobility Hub Project is envisioned as a multimodal transportation center with numerous connections to regional transit lines, a high-frequency transit connection service to SDIA, and a curb drop-off for auto-based travelers.	Environmental review is ongoing for the project. The San Diego Association of Governments released the Notice of Preparation of the Draft EIR on April 21, 2021.
17	Stay SDP	2801 India Street	The project would demolish an existing trailer/shed and parking lot located on a 0.35-acre site at 2801 India Street in the MCCPD-CL-6 Zone of the Mid-City Community Planned District, within the Uptown Community Planning Area, to construct a 22,141-square foot, three-story hotel consisting of 25 suites with balconies, a new roof deck and a subterranean garage.	The site development permit for the project was issued by the City of San Diego in 2018 and the project is currently in the planning phase.
18	Navy Broadway Complex	Broadway/Harbor Drive/Pacific Highway, San Diego, CA 92101	Redevelopment of a 13.7-acre parcel with a 2.9 million square foot museum; 213,000-square feet of retail and restaurant space; 3,100 parking spaces; and a 1.9-acre public park at the corner of Broadway and Harbor Drive.	Development Agreement, Master Plan, Phase I Buildings Consistency Determination approved in 2009, Construction began 2017, still under construction

[a] Project information provided by the District.

Sources: SDIA 2015 SDIA 2018a; SDIA 2018b; SDIA n.d. a; SDIA n.d. b; SDIA n.d. c; District n.d. b; District n.d. c; District 2021d; City of San Diego n.d. e; City of San Diego n.d. f; City of San Diego n.d. g; SANDAG 2021; Scripps Health 2017

3.21.2 Discussion

a) Does the project have the potential to substantially 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 a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less-than-significant impact with mitigation. The Project site is fully developed containing the District's existing Annex Building. As discussed above in Section 3.18, "Tribal Cultural Resources", no resources eligible for listing in the California Register of Historical Resources or in a local register of historical resources are present on the Project site. As discussed in Section 3.5, "Cultural Resources", there is a potential that historic-period archaeological resources could be unearthed during ground-disturbing construction activities. Damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5 would be a potentially significant impact. Mitigation Measure CUL-1 would be implemented to require (1) a halt to nearby construction and an evaluation of any historic-period archaeological resources are discovered and (2) consideration of preservation options and proper curation if significant artifacts are recovered. As such, with implementation of Mitigation Measure CUL-1, the Project would not eliminate important examples of the major periods of California history or prehistory.

As described above in Section 3.4, "Biological Resources", potential impacts to wildlife species and bird habitat would be limited to short-term disturbances at the Project site associated with construction. Most special-status wildlife species are not expected to occur on the Project site due to the lack of suitable habitat. Mitigation Measure BIO-1 would require compliance with the MBTA which would avoid loss of common nesting birds. Therefore, the Project would not significantly 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 a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. Impacts would be **less than significant with mitigation**.

b) 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.)

Less-than-significant impact. Because the Project would have no impact on agriculture and forest resources, mineral resources, and tribal cultural resources, it would have no potential to contribute to significant cumulative impacts related to those resource areas. The Project would have less-than-significant impacts on aesthetics, air quality, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, , utilities and service systems, and wildfire. With mitigation, the Project would have a less-than-significant impact on geology and soils, biological resources, and cultural resources. The Project would not result in any significant and unavoidable impacts. Analysis of the Project's cumulative effects is provided below for each environmental topic addressed in Sections 3.1 to 3.20 of the checklist.

<u>Aesthetics</u>

As described in Section 3.1, "Aesthetics", the Project would have no impact on scenic vistas and, therefore, would not contribute to any potentially significant cumulative impacts related to scenic vistas. The Project would have a less-than-significant impact related to scenic resources within a state scenic highway, conflicts with zoning and other regulations governing scenic quality, and creating new sources of light and glare. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to those topical areas. The cumulative study area for aesthetics includes the Project site and surrounding areas with views of the Project site.

Past, Present, and Probable Future Projects

Past projects are developed and operational and do not degrade scenic quality because they were developed pursuant to applicable zoning, regulations, and policies of the District, City of San Diego, and San Diego County Regional Airport Authority governing scenic quality and light and glare. Present and probable future projects would have varying degrees of construction-related aesthetic impacts; however, the temporary presence of construction equipment and vehicles is not uncommon in the urban setting, and they do not produce a substantial amount of glare during the day or light during the night. Once operational, all projects would not be expected to result in adverse change to the surrounding aesthetics because future projects would be required to comply with applicable zoning, regulations, and policies of the District, City of San Diego, and San Diego County Regional Airport Authority governing scenic quality and light and glare. Cumulative projects would not obstruct views of San Diego Bay from I-5 (an eligible State scenic highway) in the vicinity of the Project site. Therefore, the impact on aesthetic resources from past, present, and probable future projects is not cumulatively significant.

Project

The Project's aesthetic effects include increasing the building height by adding an additional floor and light and glare changes associated with operation of the hotel, which would be visually consistent with the surrounding land uses. Implementation of the Project would also include the development and approval of a PMPA to change the land use designation from Aviation Related Industrial to Commercial Recreation to allow for hotel use. This land use designation change would not affect regulations governing the scenic quality of the area because the existing land use designation allows for various forms of commercial and industrial use related to airport operations. Operation of the Project would be visually similar to surrounding land uses. The Project would comply with District and City of San Diego policies and regulations that protect scenic quality and avoid creation of substantial new sources of light and glare. The Project would not obstruct any scenic vistas including views of San Diego Bay from the nearby segment of I-5, which is an eligible state scenic highway. Therefore, the Project's incremental contribution to cumulative aesthetic impacts would not be cumulatively considerable such that a new significant cumulative aesthetic impact would occur.

Air Quality

As described in Section 3.3, Air Quality, the Project would have a less-than-significant impact on: conflicting with implementation of an applicable air quality plan; resulting in a cumulative net increase of any criteria pollutant for which the Project is in nonattainment for; exposing sensitive receptors to substantial pollutant concentrations; and resulting in other emissions that could adversely affect a substantial number of people. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to those topical areas. The cumulative study area for air quality is the SDAB which encompasses all of San Diego county.

Past, Present, and Probable Future Projects

The SDAB is currently designated as nonattainment with respect to the NAAQS and CAAQS for ozone, and the CAAQS for PM_{10} and $PM_{2.5}$. Therefore, emissions of concern are ozone precursors, PM_{10}, and $PM_{2.5}$. The nonattainment status for the SDAB is inherently cumulative and the cumulative projects listed in Table 3.21-1 could contribute to this nonattainment status. However, all projects within the SDAB are required to comply with the Attainment Plan which includes measures and thresholds to reduce emissions of VOCs and NO_x, both ozone precursors, with the goal of ultimately achieving attainment status with respect the NAAQS and CAAQS. Furthermore, SDAPCD's established trigger levels were developed as a metric to indicate whether a project's emissions would cumulatively contribute to the nonattainment designations in the SDAB, therefore cumulative projects that have projected emissions below the SDAPCD's trigger levels would not cumulatively contribute to the nonattainment within the SDAB. Cumulative projects have the potential to expose sensitive receptors to substantial pollutant concentrations when located close to residential dwellings, schools, hospitals, playgrounds, and other areas with populations of sensitive receptors. The Project is not located close to sensitive receptors, therefore past, present, and probable future projects close to the Project site would not lead to a cumulative effect on sensitive receptors from pollutant concentrations. For these reasons, the impact on air quality from past, present, and probable future projects is not cumulatively significant.

Project

The Project would be consistent with the Attainment Plan because it would not result in an increase in the residential population. Both the short-term construction and long-term operation of the Project would not generate emissions of criteria air pollutants or precursors that would exceed SDAPCD's established trigger levels, which were developed as a metric to indicate whether a project's emissions would cumulatively contribute to the nonattainment designations in the SDAB. Furthermore, the Project would not expose sensitive receptors to substantial pollutant levels due to the dispersive properties of diesel PM, the relatively low mass diesel PM emissions that would be generated in one place during the construction and operation of proposed land uses, and the relatively short construction period of the Project. Minor odors from the use of heavy-duty diesel equipment during Project construction activities would be intermittent and temporary, would dissipate rapidly from the source with an increase in distance, and would not result in an odor-related impact. Therefore, the Project's incremental contribution to cumulative air quality impacts would not be cumulatively considerable such that a new significant cumulative air quality impact would occur.

Biological Resources

As described in Section 3.4, "Biological Resources", the Project would have no impact on riparian habitat, other sensitive natural communities, or state or federally protected wetlands. The Project would not interfere substantially with the movement of fish or wildlife species or conflict with the provisions of an adopted local, regional, or state habitat conservation plan. The Project would have a less-than-significant impact on conflicting with City's ordinances that protect street trees. The Project was also have a less-than-significant impact on Mexican long-tongued bat and common bat species that could roost in buildings and the pedestrian bridge. However, during the reconnaissance survey of the Project site bat roosts were not observed. In addition, maternity season (summer) is considered the most sensitive period for roosting bats. Because Mexican long-tongued bat occurs in the San Diego area primarily during the fall and winter, outside of the sensitive maternity season, roosts are not expected to occur on or near the Project site and construction activities would not adversely affect this species. The Project site is located in an urban area with limited foraging habitat and the vacant Annex building, if used, would provide low-quality artificial, temporary roost habitat for Mexican long-tongued bat and common cavity-roosting bats. Mitigation Measure BIO-1 would require compliance with the MBTA which would avoid loss of common nesting birds that could nest in landscaping vegetation on the Project site. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to conflicting with City's ordinances that protect street trees and impacting species identified as a candidate, sensitive, or special-status species. The cumulative study area includes the Project site and the surrounding communities of the City of San Diego.

Past, Present, and Probable Future Projects

Other cumulative projects close to the Project site and in the greater San Diego area could have the potential to conflict with the City's ordinances that protect street trees and bat and native bird species. Mexican long-tongued bat is a CDFW species of special concern, and any project subject to compliance under CEQA is required to analyze impacts to species of special concern, and if necessary, provide measures to mitigation significant impacts (Section 15380 of the State CEQA Guidelines). For this reason, potential adverse impacts to Mexican long-tongued from cumulative projects bat would be less than significant with implementation of feasible mitigation. Furthermore, native bird species are protected under the MBTA and Section 3503 of the California Fish and Game Code. Cumulative projects with the potential to adversely affect bird species would be required to comply with applicable federal and state regulations that protect birds and their nests.

Cumulative projects necessitating the removal of designated street trees within the City of San Diego would be required to submit a permit application for removal of the street tree. The application would include a detailed site plan that describes the replanting of street trees consistent with the community's street tree plan or match the existing species in the community. Cumulative projects would be required to comply with the City of San Diego requirements for removal and planting of new street trees per San Diego Municipal Code 62.0600. Therefore, the impact on biological resources from past, present, and probable future projects is not cumulatively significant.

Project

Project construction activities during the bird breeding season (generally February 1 through September 15), including demolition, micro piledriving, and presence of construction equipment and crews, could generate noise and visual stimuli that may result in disturbance to active bird nests, if present, potentially resulting in nest abandonment or forced fledging and subsequent loss of fertile eggs, nestlings, or juveniles. Project construction would also include removal of ornamental landscape trees and shrubs and therefore has the potential to result in direct removal of bird nests. The Migratory Bird Treaty Act (MBTA) makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers, or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Nevertheless, because destruction of any listed migratory bird nest is a violation of the MBTA and Sections 3505, 3503.5, and 3800 of the California Fish and Game Code also prohibit the take, possession, or destruction of birds, their nests, or eggs, Mitigation Measure BIO-1 is proposed to require compliance with these regulations and avoid loss of common nesting birds. Before construction activities would be permitted to occur during bird breeding season, Mitigation Measure BIO-1 would require that any active nests in the construction area or vicinity be identified and avoided or monitored so that nest abandonment and loss of eggs or young would not occur. The Project would comply with City's ordinances that protect street trees and would be required to obtain a permit before the removal or replacement of any designated street tree. Therefore, the Project's incremental contribution to cumulative biological impacts would not be cumulatively considerable such that a new significant cumulative biological impact would occur.

Cultural Resources

As described in Section 3.5, "Cultural Resources", the Project would have no impact on the significance of a historical resource pursuant to section 15064.5. The Project would have a less-than-significant impact on disturbing human remains, including those interred outside of formal cemeteries, and with mitigation, the Project would have a less than significant impact on the significance of an archaeological resource pursuant to Section 15064.5. Therefore, the analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to adversely changing the significant of archaeological resources and disturbing human remains. The cumulative study area is the Project site and a quarter-mile radius around the Project site, consistent with the cultural records search obtained from the SCIC.

Past, Present, and Probable Future Projects

The projects within a quarter mile of the Project site are located on the same harbor-fill found on the Project site (USDA 2011). Therefore, archaeological resource discovery is limited to built-environment architectural features and historic-period archaeological sites (primarily trash scatters and abandoned railroad grades). Cumulative projects could have the potential to unearth historic-period archaeological resources during ground-disturbing activities, however monitoring during these ground-disturbing activities would likely reduce impacts to less than significant. Ground disturbing activities associated with cumulative projects also have the potential to uncover human remains, however, all projects are required to comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 which would avoid or minimize the disturbance of human remains and appropriately treat any remains that are discovered. For this reason, the impact on the discovery of human remains from cumulative projects would not be cumulatively significant.

Project

The Project has the potential to impact historic-period archaeological resources during ground-disturbing construction activities given the history of the Project site and the proximity to the railroad line. However, the impact would be reduced to less than significant with implementation of mitigation measure CUL-1. With implementation of Mitigation Measure CUL-1, the project applicant would be required to prepare and provide a Worker Awareness Training Pamphlet to all construction personnel and supervisors who have the potential to encounter cultural resources. In the event of a historic-period archaeological site is unearthed during construction of the Project, a qualified archaeologist would be retained to assess the significance of the find as required by Mitigation Measure CUL-1. This mitigation measure would reduce impacts to archaeological cultural resources to a less-than-significant level by requiring preservation options and proper curation if significant artifacts are recovered. Ground disturbing activities associated with Project could unearth buried human remains or unknown cemeteries in areas with little or

no previous disturbance. However, compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered, and the impact would be less than significant. Therefore, the Project's incremental contribution to cumulative cultural impacts would not be cumulatively considerable such that a new cumulatively significant cultural resources impact would occur.

Energy

As discussed in Section 3.6, "Energy" the Project would have a less-than-significant impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Furthermore, the Project would have a less-than-significant impact on conflicting or obstructing with a state or local plan for renewable energy or energy efficiency. Therefore, the analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these two issue areas. The cumulative study area is the SDG&E service area which encompasses the San Diego region and southern Orange County.

Past, Present, and Probable Future Projects

Construction associated with cumulative projects could lead to a temporary increase in fuel and energy consumption. However, it is anticipated that fuel would not typically be consumed in a wasteful manner during construction of individual projects, as it is in the interest of construction contractors to meet project schedules and minimize costs. This translates to various efficiencies, including in the use of energy resources. Furthermore, State regulations require a higher proportion of electricity to be generated from zero carbon electricity sources and energy efficiency measures would be integrated into new construction and existing buildings for future cumulative projects. Cumulative projects' gasoline and diesel consumption would also be subject to State and federal regulations regarding fuel efficiency standards for vehicles. Therefore, cumulative impacts related to energy would not be significant.

Project

The energy needs for Project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Operation of the Project would encourage reduced fuel consumption by providing shared transportation services. In addition, the Project's gasoline and diesel consumption would be subject to State and federal regulations regarding fuel efficiency standards for vehicles. The Project would be designed to meet all applicable California Energy Code standards, which establish minimum standards related to various building features, including appliances, water and space heating and cooling equipment, building installation and roofing, and lighting. Redevelopment of the southern half of the existing Annex Building would make that portion of the building consistent with current Energy Code (2019 version at a minimum). The Annex building was originally constructed in 1959 so the redevelopment would significantly improve the energy efficiency of the building. Therefore, the Project's incremental contribution to cumulative energy impacts would not be cumulatively considerable such that a new significant cumulative energy impact would occur.

Geology and Soils

As discussed in Section 3.7, "Geology and Soils", The Project would have no impact on directly or indirectly causing potential adverse effects from landslides and septic/alternative waste disposal systems. The Project would have a less-than-significant impact on directly or indirectly causing potential adverse effects from the rupture of a known earthquake fault and seismic shaking. Furthermore, the potential impact from substantial soil erosion or the loss of topsoil; direct or indirect risks to life or property from being located on expansive soil; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature would be less than significant. With mitigation, the Project would have a less-than-significant impact on causing potential adverse effects from strong seismic ground shaking and landslide, lateral spreading, subsidence, liquefaction, or collapse from being located on an unstable geologic unit or soil. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to seismic ground shaking, seismic-related ground failure, soil erosion, impacts related to unstable soils and expansive soils, and paleontological resources. The study area for the geology and soils cumulative analysis includes the Project site and surrounding cumulative projects located on similar soils and geologic formations.

Past, Present, and Probable Future Projects

Cumulative projects would not increase potential hazards associated with geology and soils because they would not cumulatively increase the potential for harm to people or damage to structures when considered together. Geology and soils impacts may be related to increased exposure to seismic hazards and increased risks associated with landslide, soil expansion, and subsidence. These effects would occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Because these effects are generally localized, they typically do not combine to result in greater cumulative impacts. Existing regulations specify mandatory actions that must occur during project development, which would adequately address the potential for effects from construction or operation of projects related to geology, soils, and seismicity. For example, construction of future projects would be subject to applicable codes and regulations and seismic safety requirements and recommendations contained in project-specific geotechnical reports. It is anticipated, therefore, that any potential impacts associated with geologic and soil conditions would be mitigated within the respective sites of these future projects. All projects that include habitable elements incorporate the geotechnical and structural requirements of the adopted California Building Code. These measures would reduce damage from geologic hazards, such as ground shaking, liquefaction, soil erosion, and lateral spreading, by ensuring that soils would be suitable for a building foundation and requiring the use of materials and techniques that significantly reduce the potential for serious damage to new structures. Several projects in the cumulative study area are located on underlying formations (e.g., Bay Point Formation) that have high potential for containing paleontological resources. Projects that propose cut depths into the underlying formation would have potentially significant impacts on fossil resources. Mitigation that requires monitoring would reduce impacts on paleontological resources to less than significant because a monitor would be onsite to stop work and determine the proper protocol following a paleontological resource discovery during excavation or other forms of ground disturbance. On the cumulative level, impacts on paleontological resources would not be significant because impacts would largely be avoided through mitigation or because Project grading and excavation would not reach depths great enough to have a significant impact. Therefore, at the cumulative level, geologic and soil impacts from past, present, and reasonably foreseeable future projects are not cumulatively significant.

Project

The Project would have a less-than-significant impact with mitigation related to geology and soils because it would not substantially increase the risk of geologic or soil hazards, it would not involve amounts of depths of subsurface excavation that could adversely affect paleontological resources, and it would comply with existing grading requirements, the recommendations contained in the Project-specific geotechnical investigation as required by Mitigation Measure GEO-1 and the California Building Code. None of the Project's impacts on geology and soils would be considered significant when considered in connection with cumulative impacts from past, present, and reasonably foreseeable future projects. Therefore, the Project's incremental contribution to geology and soils impacts would not be cumulatively considerable such that a new cumulatively significant geology and soils impact would occur.

Greenhouse Gas Emissions

As discussed in Section 3.8, "Greenhouse Gas Emissions", the Project would have a less-than-significant impact on conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and a less-than-significant impact on either directly or indirectly generating GHGs emissions. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these topics. GHG emissions and the effects of climate change are cumulative global issues that accumulate in the earth's atmosphere. Therefore, study area for the greenhouse gas cumulative analysis includes the entire globe.

Past, Present, and Probable Future Projects

All of the cumulative projects, either through construction and/or operation, would contribute varying amounts of GHG emissions to the Earth's atmosphere, which when considered together, would be cumulatively significant.

Project

Construction and operation activities related to the Project would not generate emissions over the 900 $MTCO_2e$ per year CAPCOA threshold of significance. This threshold was developed based on various land use densities and

discretionary project types that were analyzed to determine the size of projects that would likely have a less than cumulatively considerable contribution to climate change. Therefore, the Project's incremental contribution to cumulative GHGs emission impacts would not be cumulatively considerable and would not exacerbate the significant cumulative GHG impact.

Hazards and Hazardous Materials

As described in Section 3.9, "Hazards and Hazardous Materials", the Project would have no impact on exposing people or structures to a significant loss, injury, or death from wildland fires. The Project would have a less-than-significant impact on the public or environment from the routine transport, use, and disposal of hazardous materials and reasonably foreseeable upset conditions involving hazardous wastes. Furthermore, the Project would have a less-than-significant impact on existing and proposed schools from potential hazardous emissions and hazardous materials and on airports from potential safety hazards. The Project would also have a less-than-significant impact on the public or the environment from being located on a hazardous materials site and on the impairment of an adopted emergency response plan or emergency evacuation plan. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these issues. Impacts related to hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Because these effects are generally localized, they typically do not combine to result in greater cumulative impacts. Therefore, the study area considered for the hazards and hazardous materials cumulative analysis includes the Project site, SDIA, and cumulative projects within a quarter mile of the Project site.

Past, Present, and Probable Future Projects

Cumulative projects could require the routine transport, use, or disposal of hazardous materials; however, none of the projects use or would use acutely hazardous materials or materials that are more hazardous than commonly used hazardous materials, such as petroleum and related products, cleaners, herbicides, and pesticides. Additionally, all sites that are on the Cortese List would require remediation and/or capping before being deemed suitable for occupancy. Existing regulations specify mandatory actions that must occur during project development and operation related to the management and land use planning associated with hazardous materials and potential safety issues related to proximity to schools and airports. Finally, cumulative projects are within 2 miles of SDIA; however, all present and future projects must comply with the existing ALUCP and coordinate with the FAA, which would avoid a cumulatively significant impact. As described above, hazardous effects are generally localized, and they typically do not combine to result in greater cumulative impacts. Therefore, at the cumulative level, hazards and hazardous materials impacts from past, present, and reasonably foreseeable future projects are not cumulatively significant.

Project

The Project would comply with all hazardous material regulations involving the transport, use, and disposal of hazardous materials. No hazardous materials sites exist on the Project site, and construction and operation of the Project would only occur on the Project site itself. None of the identified hazardous materials sites within 1,000 feet of the Project would be excavated and Project workers and guests would not enter those areas during operation. The Project received Determinations of No Hazard from the FAA and an ALUCP consistency determination from the ALUC. Therefore, because the Project would be fully compliant with existing hazardous materials regulations and the ALUCP and because there would be a very low potential to encounter on-site contamination, the Project's contributions to cumulative impacts related to hazards and hazardous materials would not be cumulatively considerable such that a new significant cumulative hazardous material impact would occur.

Hydrology and Water Quality

As described in Section 3.10, "Hydrology and Water Quality", the Project would have no impact related to increasing the rate or amount of surface runoff or risk release of pollutants due to project inundation from a flood, tsunami, or seiche. The Project would have a less-than-significant impact related to violating water quality standards; impeding the sustainable groundwater management of the basin by substantially decreasing groundwater supplies or interfering with groundwater recharge; altering drainage, which could lead to erosion; decreasing groundwater supplies, resulting in substantial on- or offsite erosion; contributing runoff water which would exceed the capacity of

existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; impeding or redirecting flood flows; and conflicting the implementation of a water quality control plan or sustainable groundwater management plan. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to water quality standards, groundwater, erosion, drainage, groundwater supplies, runoff, and water quality control plans and sustainable groundwater management plans. The study area considered for the hydrology and water quality cumulative analysis includes the Project site, other projects that share the same watershed, and projects located adjacent to the San Diego Bay.

Past, Present, and Probable Future Projects

Past projects as well as present and future projects have been and will continue to be required to prepare water quality management plans, such as SWPPPs for construction and post-construction water quality management plans, and comply with the requirements of their respective jurisdictions. San Diego Bay is a 303(d) impaired water body; however, regulations are in place to protect and enhance water quality within the bay. Although future projects could be sources of additional polluted runoff and capable of causing erosion, such plans will ensure that runoff is contained onsite or treated before being discharged into the storm drainage system and erosion is minimized using stabilizing measures. Existing regulations specify mandatory actions that must occur during project development, which would adequately address the potential for construction or operation of projects to affect water quality and potential water-related hazards. These existing regulations and requirements governing hydrology and water quality would also apply to future development in the cumulative impact area. The effects from cumulative projects would not be cumulatively significant.

Project

The Project would prepare a SWPPP during the construction phase and a SWQMP for postconstruction. These two plans would specify BMPs to ensure that the Project would not result in an adverse cumulative contribution to cumulative water quality in the area, including the San Diego Bay. The Project proponent would also be required to comply with the District's BMP Design Manual and prepare a SWQMP that accurately describes how the Project will meet source control site design and pollutant control BMP requirements in compliance with the MS4 Permit. Regulatory compliance would ensure that the Project construction does not result in substantial long-term effects on water quality. Furthermore, during operation of the Project, stormwater would be filtered through the 5,000-square-foot stormwater treatment basin constructed in the southern portion of the proposed parking lot. Stormwater would pass through approximately 20 inches of amended soil and an additional 24 inches of gravel before entering the City's stormwater system that drains into the San Diego Bay. The Project would also increase the impervious surface on the site, aiding in groundwater recharge and reducing runoff over existing conditions. Therefore, the Project's incremental contribution to cumulative impacts would not be cumulatively considerable such that a new cumulative hydrology and water quality impact would occur.

Land Use and Planning

As described in Section 3.11, Land Use and Planning, the Project would have a less-than-significant impact related to the division of an established community and potential conflict with adopted land use plans, policies, or regulations. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these two issue areas. The cumulative study area considered for the land use and planning cumulative analysis includes the Project site and projects within the Aviation Related Industrial land use designation.

Past, Present, and Probable Future Projects

Past, present, and future projects within the cumulative study area are consistent with the surrounding land and water uses (i.e., Commercial Recreation, Aviation Related Industrial). These projects either support airport-related commercial and industrial uses or assist with public access and recreation at the waterfront. Therefore, these projects are consistent with applicable plans and policies, such as the guidance provided by the PMP and the regulations associated with Chapter 3 (as appropriate) and Chapter 8 of the California Coastal Act. Furthermore, impacts involving land use plans or policies and zoning generally would not combine to result in cumulative impacts. The determination of significance for impacts related to these issues is whether a project would conflict with any applicable land use plan or policy adopted for the purpose of reducing or avoiding environmental impacts. Such a conflict is site-specific; it is

addressed on a project-by-project basis. For these reasons, the impact to land use and planning from other projects would not be cumulatively significant.

Project

All Project work would occur on the Project site and would not require construction of a linear feature, such as a roadway, that could physically divide an established community. The Project includes a PMPA to change the land use designation for the Project site from "Aviation Related Industrial" to "Commercial Recreation" to allow for visitor-serving facilities and accommodations (District 2020). Therefore, the Project would be consistent with the PMP. The Project would not conflict with the CCA, certified PMP, or the SDIA ALUCP. The Project would not conflict with any applicable land use plan, policy, or regulation, and the Project's contribution to land use and planning cumulative impacts would not be cumulatively considerable such that a new significant cumulative land use impact would occur.

Noise

As described in Section 3.13, "Noise", the Project would have a less-than-significant impact related to the increase in ambient noise levels in the vicinity of the Project; creation of excessive groundborne vibration or groundborne noise levels; and exposure of people to excessive noise in the vicinity of a private airstrip or an airport land use plan. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these three issue areas. The study area considered for the noise cumulative analysis includes the Project site, projects within a quarter mile of the Project site, and projects within a quarter mile of SDIA.

Past, Present, and Probable Future Projects

The cumulative projects all have or had construction phases that generated noise and vibration. For example, the Pacific Beach Pipeline South project is replacing 38,725 linear feet of an existing water main and 6,731 linear feet of existing sewer main less than a quarter mile from the Project site. Noise and vibration generated from the Pacific Beach Pipeline South project in combination with noise and vibration generated by the Project could cause cumulatively significant impacts. However, the cumulative projects are fairly spaced out from each other, and noise quickly dissipates over distance. Several of the cumulative projects are within the AIA for SDIA, but all projects within the AIA would be required to be consistent with the ALCUP and would not expose any noise-sensitive receptors to aircraft noise that exceeds ACLUP standards. Furthermore, the requirements of the California Building Code and Title 24 require that that interior noise levels must not exceed 45 dB CNEL by utilizing additional insulation and upgraded building materials. Cumulative projects would be required to comply these building regulations which would limit noise exposure. Therefore, because cumulative projects are far enough away from one another to avoid increased noise in the aggregate, and that projects would be required to comply with the ALCUP and the building code requirements for interior noise levels, the combined noise impacts from past, present, and future projects are not cumulatively considerable.

Project

Construction of the Project would require the use of excavators, pavers, and equipment for micro piledriving that do not generate substantial levels of ground vibration that could result in structural damage, except at relatively close distances (i.e., within 10 feet of structures). Bulldozers, which represent the most intense type of heavy-duty equipment, may also be used. Because these types of equipment would not be used within 50 feet of any nearby buildings, Project construction would not result in vibration levels that could cause structural damage. Additionally, construction activities would occur during the less sensitive daytime hours between approximately 7 a.m. and 7 p.m., Monday through Saturday (except City Holidays) to limit exposure to people residing in the area. Furthermore, the Project site is located less than a mile SDIA, and while aircraft arriving at and departing from both airports would be audible at the Project site, the noise levels from aircraft would not exceed noise compatibility standards, because the building retrofit would be completed in compliance with the requirements of the California Building Code and Title 24. Therefore, the Project's contribution to noise impacts would not be cumulatively considerable such that a new significant cumulative noise impact would occur.

Population and Housing

As described in Section 3.14, "Population and Housing", the Project would have no impact on the displacement of substantial numbers of existing people or housing. The Project would have a less-than-significant impact on substantial unplanned population growth. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to substantial unplanned population growth. The cumulative study area considered for the population and housing cumulative analysis includes the Project site and other projects within the City of San Diego.

Past, Present, and Probable Future Projects

Cumulative projects at SDIA are growth-accommodating projects because they would allow more efficient air travel to and from San Diego and would be able to process more air travelers. The hotel projects are also growth accommodating because they would allow more visitors to access the San Diego waterfront. However, these projects are not growth inducing. For instance, the additional parking generated at SDIA from the SDIA Master Plan- Parking Plaza Project would not lead more people to want to move to San Diego. Similarly, the hotel projects may encourage tourism and business travel to San Diego, but the presence of the hotel would not result in more people relocating to San Diego. Furthermore, on a cumulative basis, population and housing impacts are regulated by the City through the implementation of its General Plan. Existing policies and programs regulate growth and development that all projects within the City of San Diego would be required to comply with. Given that most of the identified cumulative projects are growth accommodating and that all projects would comply with the general plan, the impact on population and housing resources from past, present, and reasonably foreseeable future projects is not cumulatively significant.

Project

The Project would have a less than significant impact on population and housing because it would not substantially induce population growth in the area. Construction and operation of the Project would likely draw from the existing labor pool within the San Diego region and therefore, would not indirectly induce substantial population growth. Additionally, the Project does not include the development of new homes or businesses or the extension of roads or other infrastructure that would directly or indirectly induce substantial population growth. Therefore, the Project's incremental contribution to cumulative population and housing impacts would not be cumulatively considerable such that a new significant cumulative population and housing impact would occur.

Public Services

As described in Section 3.15, "Public Services", the Project would have no impacts related the construction of new or expanded schools. The Project would have a less-than-significant impact related to the construction of new or expanded fire protection, police protection, parks, and other public facilities. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to fire protection, police protection, parks, and other public facilities. The cumulative study area considered for the public services cumulative analysis includes the Project site and projects within a 0.5-mile radius of the Project site.

Past, Present, and Probable Future Projects

None of the past, present, or reasonably foreseeable cumulative projects would significantly affect public services. Fire and police protection services already provide service to the cumulative study area. The addition of the cumulative projects would not represent a substantial increase in population or the need for substantially more fire or police protection. Moreover, as the population increases in the city as a whole, the City of San Diego will be tasked with providing sufficient fire and police protection and sufficient public facilities pursuant to the City of San Diego's constitutional obligation. Similar to police and fire protection services, park services would not be significantly affected by the cumulative projects. Projects involving parking, demolition, and airport expansion would have little to no effect on parks given the nature of the projects. The hotel projects could increase demand for recreational uses, but would provide several recreational amenities to offset any cumulative impact on park facilities. Furthermore, future development projects would be site-specific and would be required, by local ordinances and State regulations, to evaluate the physical environmental impacts of constructing new or expanded public services infrastructure and to mitigate any significant impacts. Therefore, because the cumulative projects are located in an urban setting, are

currently served by public services, require little to no additional public services, and require no physical expansion of any public service facilities that would result in significant environmental impacts, impacts on public services from past, present, and reasonably foreseeable future projects are not cumulatively significant.

Project

Although the Project may result in a modest increase in fire protection, police protection, park use, and public facilities associated with guests frequenting the area, none of the proposed impacts would be considered significant when considered in connection with the general projected growth of the area and cumulative impacts from past, present, and reasonably foreseeable future projects. Therefore, no physical changes to the environment would occur, and the Project's incremental contribution to cumulative public service impacts would not be cumulatively considerable.

Recreation

As described in Section 3.16, "Recreation, the Project would have a less-than-significant impact on increasing the use of existing parks and expanding recreational facilities that could result in an adverse physical effect on the environment. The cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these two issue areas. The cumulative study area considered for the recreation cumulative analysis includes the Project site and projects within a 0.5-mile radius of the Project site.

Past, Present, and Probable Future Projects

None of the past, present, or reasonably foreseeable cumulative projects would affect recreational resources in a significant and adverse manner. The identified cumulative projects would not cause a substantial increase in population because most of the projects relate to tourism, improvements to SDIA, and general city infrastructure improvements and are not population growth inducing which could cause impacts to existing recreational facilities. Furthermore, many of the cumulative projects including the Lane Field South Project, the Navy Broadway Complex Project, and the Palm Street Observation Area Project all include the recreational features that would improve the recreational resources in the area. All future development projects would be site-specific and would be required, by local ordinances and State regulations, to evaluate the physical environmental impacts of constructing new or expanded recreation facilities, and to mitigate any significant impacts to the environment. Therefore, the impact on recreational resources from past, present, and reasonably foreseeable future projects is not cumulatively significant.

Project

The Project would not induce population growth in the region to an extent that could impact existing recreational facilities such as the District's waterfront and Balboa Park. During operation, the maximum daily guests and visitors is anticipated to be 1,000. However, the total number of visitors would not frequent the Project site at the same time, and employees, guests, and visitors would be spread out throughout the day. The Project would also not require the expansion of any recreational facilities that could result in an adverse physical effect on the environment. Moreover, the Project would not hinder access to any of the surrounding areas, but instead increase access by providing affordable accommodation options to visitors to the San Diego region. Consequently, none of the Project's impacts on recreation would be considered significant when considered in connection with cumulative impacts from past, present, and reasonably foreseeable future projects. Therefore, the Project's incremental contribution to cumulative recreation impacts would not be cumulatively considerable such that a new significant cumulative public services impact would occur.

Transportation

As described in Section 3.17, "Transportation", the Project would have a less-than-significant impact on conflicting with a program, plan, ordinance or policy addressing the circulation system; conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b); substantially increasing hazards due to a geometric design feature or incompatible uses; resulting in inadequate emergency access; and resulting in insufficient parking supply to a decrease in public coastal access. The cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these five issue areas. The study area for the cumulative analysis includes the Project site and projects within a 0.5-mile radius of the Project.

Past, Present, and Probable Future Projects

Most of the past, present, and probable future cumulative projects that involve development would increase traffic to varying degrees. The cumulative project closest to the Project site is the Palm Street Observation Area Project, which would increase the number of pedestrians in the area during operation, which could cause a minimal increase in traffic in the area. However, given that the area is a transportation hub with multiple forms of public and alternate forms of transportation, this increase is anticipated to be minimal. Cumulative projects could cause traffic during construction; however, all development would be required to obtain a construction-related traffic control permit from the City of San Diego to address encroachment into the public right-of-way from planned construction activities. This permit would allow the City to control blocked roadways and traffic caused from cumulative projects. Cumulative projects that include roadway improvements on District land would be required to comply with the District's design and safety standards. Projects within District jurisdiction would also be subject to the District's review process which would ensure that that the project design would comply with all applicable industry roadway/driveway design standards. Given the existing construction regulations and the variety of public and alternate forms of transportation available in the area, the impact on traffic from past, present, and reasonably foreseeable future projects is not cumulatively significant.

Project

The Project would likely increase the demand for transit in the area, primarily on the light rail trolley system (i.e., MTS San Diego Trolley). However, the Green Line Trolley has sufficient capacity to accommodate the additional riders anticipated to be generated by the Project. Project construction activities would not result in long-term increases in vehicular trips because the construction would be temporary and intermittent in nature. Operation of the Project would promote the use of alternate forms of transportation proactively through an interactive kiosk and a STAY OPEN smart phone application that would inform guests and visitors about available public transportation and shared transportation services in the area and passively given its proximity to the Green Line Trolley. Continuous sidewalks are present in the vicinity of the Project site; thus, providing direct pedestrian access between the Project site and the Middletown Trolley Station without any barriers. All on-site roadway improvements associated with the Project, such as a rebuilt driveway, would be constructed in accordance with District design and safety standards. Additionally, the Project is subject to the District's review process which would ensure that that the Project design would comply with all applicable industry roadway/driveway design standards. The Project would not result in an insufficient parking supply that could limit public coastal access. As discussed above in Section 3.17(d), the Project is required to provide a minimum of 74 parking spaces. The Project would provide 85 spaces and would therefore exceed the Tidelands Parking Guidelines. The Project would also not require the construction, re-design, or alteration of any public roadways that could interfere with emergency access and would be required to obtain a traffic control permit during construction. For these reasons, the Project's incremental contribution to cumulative transportation impacts would not be cumulatively considerable such that a new significant transportation impact would occur.

Utilities and Service Systems

As described in Section 3.19, "Utilities and Service Systems, the Project would have a less-than-significant impact on the environment from the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities; water supplies available to serve the project and reasonably foreseeable future development; the wastewater treatment provider that serves the Project; the attainment of solid waste reduction goals through the generation of solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure; and federal, state, and local management and reduction statutes and regulations related to solid waste. The cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to these five issue areas. The study area considered for the utilities and service systems cumulative analysis includes the utility service areas for the PLWTP for wastewater treatment, the City of San Diego's Public Utilities Department for water conveyance and supply, and the City of San Diego's landfills for solid waste, and SDG&E for electricity and gas.

Past, Present, and Probable Future Projects

Cumulative projects involving restaurants, hotels, and other visitor-serving uses would result in a greater demand on utilities and service systems over existing conditions. Cumulative projects would be required to comply with soil waste

regulations including applicable elements of the Resource Conservation and Recovery Act (RCRA) (40 CFR Parts 239 to 282), the Toxic Substances Control Act (15 U.S.C. Section 2601 et seq.), the California Department of Toxic Substances Control's hazardous waste regulations (CCR, Title 22, Division 4.5), and the Integrated Waste Management Act. Furthermore, new development would be required to comply with the California Building Code which includes measures to increase energy efficiency and reduce water use. However, even with compliance with solid waste regulations and current energy efficiency and water reduction requirements, the introduction of new uses would increase the demand for water, wastewater, solid waste, and energy. Therefore, the impacts on utilities from past, present, and probable future projects is considered cumulatively significant.

Project

The Project would use the existing utility connections on the site, and operation of the hotel would not generate a utility demand that would require relocation of existing utilities or construction of additional utilities. Furthermore, the Project's projected annual potable water demand, projected wastewater generation, and projected solid waste generation is within the capacity of the existing utility infrastructure and would be compliant with the City's Construction and Demolition Debris Ordinance. Furthermore, the Project would comply with solid waste regulations including applicable elements of the Resource Conservation and Recovery Act (RCRA) (40 CFR Parts 239 to 282), the Toxic Substances Control Act (15 U.S.C. Section 2601 et seq.), the California Department of Toxic Substances Control's hazardous waste regulations (CCR, Title 22, Division 4.5), and the Integrated Waste Management Act. Consequently, none of the Project's impacts on utilities would be considered significant when considered in connection with cumulative impacts from past, present, and probable future projects. Therefore, the Project's incremental contribution to utilities and service systems would not be cumulatively considerable and would not exacerbate the existing significant cumulative utilities impact.

Wildfire

The Project would have no impact on exposing people or structures to flooding or landslides or exacerbating fire risk from the installation of associated infrastructure. The Project would have a less-than-significant impact on potentially impairing an adopted emergency response plan or emergency evacuation plan and exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, the cumulative analysis below considers the cumulative impacts of past, present, and probable future projects as they relate to emergency response plans and pollutant concentrations from a wildfire. The cumulative study area considered for the wildfire cumulative analysis includes the Project site and cumulative projects within 0.5 mile of the Project site.

Past, Present, and Probable Future Projects

The past, present, or reasonably foreseeable cumulative projects are all located in a highly developed portion of the City of San Diego surrounded by airport-related commercial and industrial land uses along with recreational and tourism land uses associated with the District's lands. No wildland areas are within the vicinity of the identified cumulative projects, and the City of San Diego classifies the area as non-Very High FHSZ (City of San Diego 2009, CalFire 2020b). The potential for exacerbated wildfire risks from the implementation of cumulative projects would be minimal.

All projects requiring road closures for construction would be required to obtain the necessary construction-related traffic control permit from the City of San Diego to address encroachment into the public right-of-way from planned construction activities. Project applicants would be required to notify and coordinate with all affected agencies, including the police department and fire department which would prevent conflicts with the EOP or other local emergency response plans. Therefore, the impact on wildfire from past, present, and reasonably foreseeable future projects is not cumulatively significant.

Project

The Project is 0.25 mile from local responsibility areas designated as Very High FHSZ in portions of Midtown and Park West. However, given that a major interstate highway, I-5, along with various developed land separate the Project site from these high fire hazard zones, the potential for exacerbated wildfire risks from construction or operation of the Project is minimal. In addition, the Project would comply with the traffic control permit stipulations would maintain

access and connectivity during construction, and the Project would not substantially impair evacuation or emergency response plans outlined in the EOP or other local emergency response plans. Once construction is complete, the Project would operate similar to its pre-construction condition, and no permanent changes to public rights-of-way would occur that could substantially impair implementation of the EOP or other adopted emergency response plans. Therefore, the Project's incremental contribution to cumulative recreation impacts would not be cumulatively considerable such that a new significant cumulative wildfire impact would occur.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-significant impact with mitigation incorporated. As analyzed in Section 3.1, through Section 3.20, with the exception of Section 3.7, "Geology and Soils", the Project would not result in potentially significant impacts that could cause substantial adverse effects on human beings, either directly or indirectly. As discussed in Section 3.7, "Geology and Soils", potential risks to human beings related to geology and soils would be less than significant with implementation of mitigation measure GEO-1. Impacts from air quality, greenhouse gas emissions, noise, hazards and hazardous materials, and water quality and hydrology would all be less than significant and would not cause a substantial adverse effect on humans. Potential risks to human beings related to geology and soils would also not occur because mitigation measure GEO-1 would reduce impacts to **less-than-significant** levels.

REQUIRED MITIGATION MEASURES

The following mitigation measures would reduce the potentially significant impacts from the Project.

BIO-1: Avoid Direct Loss and Disturbance of Nesting Protected Birds

- For Project construction activities, including tree or vegetation removal, that begin between February 1 and September 15, a qualified biologist shall conduct preconstruction surveys to identify active bird nests on and within 50 feet of the Project site. The surveys shall be conducted no more than 14 days before construction commences. If no active nests are found during focused surveys, no further action under this measure shall be required.
- If nests are identified during the preconstruction surveys, impacts to nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction surveys. Buffer distances shall be established by a qualified biologist using available protocols published by State or federal agencies with jurisdiction over the observed species, or if no protocols are available, then based on the professional judgment and discretion of the qualified biologist. Project activity shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist.

CUL-1: Unanticipated Discoveries of Archaeological Resources

Before initiation of ground disturbance, the project applicant shall design and implement a Worker Awareness Training Pamphlet that shall be provided to all construction personnel and supervisors who will have the potential to encounter cultural resources. The pamphlet shall describe, at a minimum:

- types of cultural resources expected in the project area;

- types of evidence that indicate cultural resources might be present (e.g., trash scatters; historic-era bottles);
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters bones or possible bones; and
- penalties for removing or intentionally disturbing cultural resources, such as those identified in the Archeological Resources Protection Act.

In the event that a historic-period archaeological site (such as concentrated deposits of bottles or bricks, amethyst glass, or other historic refuse), is uncovered during grading or other construction activities, all ground-disturbing activity within 50 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The District will be notified of the potential find and a qualified archaeologist shall be retained to investigate its significance. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable CRHR regulatory criteria. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), avoidance of the resource is the preferred treatment. If avoidance of the significant resource is not possible, the archaeologist shall work with the District to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. If necessary, the data recovery plan will include a research design that will be developed, based on the type and nature of the significant resource, to answer scientific questions about our past that is in the public interest. The data recovery plan will also be performed in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeology. If artifacts are recovered from significant historic archaeological resources, they shall be housed at a qualified curation facility. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, and analyzes and interprets the results.

GEO-1: Compliance with Recommendations of the Geotechnical Study

Seismic Considerations

- A Site Class D is recommended for the site in accordance with the 2019 California Building Code.
- During a design earthquake, liquefaction induced settlement may occur in the western portion of the building extending to near the center of the building. Liquefaction induced settlements are estimated to be 1-inch or less.
- Differential settlement due to liquefaction across 40 feet could be on the order of ½ inch within the building.

Earthwork

- Removal/replacement of existing undocumented soils is recommended for new foundations.
- New footings along the eastern building wall may be extended into competent, natural formational material.
- Excavations and shoring systems should meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards.
- Subgrade soils should be scarified to a depth of 8 inches, moisture-conditioned, and compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557.
- Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557.
- Fills consisting of the on-site or imported sandy soils should be placed at a moisture content over the optimum moisture content.
- Moisture should be maintained in fill prior to placing new fill or at the subgrade surfaces or additional processing may be required.

- Imported fill material should be predominately granular and non-expansive.
- The on-site inert demolition debris when crushed to the consistency of aggregate base may be reused in the compacted fills provided approval is provided by the reviewing regulatory agency and the owner.
- A representative of the Geotechnical Engineer should observe excavations, subgrade preparation, and fill placement activities.
- Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils.
- Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of any additional fill.

Pile Foundations

- Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall.
- The pile foundations will mitigate against the potentially liquefiable soils at the site.
- Additional piles, if required, are recommended to be extended into the dense to very dense sandstone.
- Foundation contractor should be prepared for a range of drilling conditions, including shallow groundwater and caving soils.
- A representative of the Geotechnical Engineer should continuously observe the installation of the piles at the site.
- The final pile design for additional piles to retrofit the existing foundations should be reviewed by the Geotechnical Engineer.

Shallow Foundations

- Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings.
- Continuous footings or isolated column footings for structures should be supported on engineered fill or competent formational material.
- Soil resistance to lateral loads may use a combination of frictional resistance between the bottom of footings and underlying soils or aggregate base material and by passive soil pressures acting against the embedded sides of the footings without a reduction.
- A representative of the Geotechnical Engineer should observe and approve all footing excavations prior to placement of concrete and steel.
- Foundation concrete should conform to the requirements for negligible sulfate exposure for soil (Category S0) as outlined in ACI 318, Section 4.3.

Floor Slabs

- Repairs to the existing slab-on-grade floors, if required, should be supported on properly compacted, sandy non-expansive soils.
- A structurally reinforced floor slab will be required if the risk of liquefaction settlement to cause distress to the existing slab-on-grade floor in the center and eastern portion of the building is not acceptable.
- A moisture vapor retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.).

Retaining Walls

- Non-expansive, imported or on-site, granular soils is recommended to be used as wall backfill.

- Active earth pressures can be used for designing walls that can yield at least 1 inch laterally in 10 feet of wall height under the imposed loads.
- At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding.
- An additional lateral earth pressure should be added to the above active pressures for walls greater than 6 feet high to account for seismic loads.
- Walls subject to surcharge loads should be designed for an additional uniform lateral pressure based on the anticipated surcharge pressure.
- Wall backfill should be well-drained to relieve possible hydrostatic pressure or designed to withstand these pressures.

Storm Water Infiltration and Drainage

- Surface infiltration of storm water is not recommended at the site since the soils above the hard silts and clays consist of existing fills and potentially liquefiable soils.
- Positive surface gradients should be provided adjacent to structures so as to direct surface water run-off and roof drainage away from foundations and slabs
- Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

Flatwork and Pavements

- Exterior concrete and masonry flatwork should be supported on non-expansive, compacted fill.
- The use of the clayey soils within 2 feet of the flatwork subgrade should not be permitted unless differential heave is tolerable.
- Modifications of the parking lot may be consist of a pavement section of asphalt concrete over of aggregate base or portland cement concrete (PCC) over compacted subgrade.
- Aggregate base should conform to the requirements of California Department of Transportation Standard Specifications or the Standard Specifications for Public Works Construction (Green Book) for untreated base materials.
- The design of paved areas should incorporate measures to prevent moisture build-up within the base course which can otherwise lead to premature pavement failure.

4 REFERENCES

Ascent Environmental. 2021. *Historic Resource Evaluation Report for the STAY OPEN San Diego Hotel Project*. Prepared for San Diego Unified Port District.

Amtrak. 2020. Daily schedule, trains arriving/departing downtown San Diego Santa Fe station. Available: https://www.pacificsurfliner.com/globalassets/pdfs/schedules/pacific-surfliner-train-schedule.pdf. Accessed December 16, 2020.

Bollard Acoustical Consultants. 2019. *Environmental Noise Assessment for Montano de El Dorado Shopping Center Expansion EIR Update*. El Dorado County, CA. Prepared for Montano Ventures 1, LLC. Available: https://ceqanet.opr.ca.gov/2017072027/3/Attachment/ZWAQ-F. Accessed February 13, 2021.

Bureau of Transportation Statistics. 2015. Transportation Energy Consumption by Energy Source. Available: https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/state-transportation-sector. Accessed March 15, 2021.

California Air Pollution Control Officers Association. 2008. *CEQA and Climate Change*. Available: http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf. Accessed April 10, 2021.

———. 2016. California Emissions Estimator Model Version 2016.3.2. Available: http://www.caleemod.com/. Accessed March 20, 2021.

———. 2017. California Emissions Estimator Model Version 2016.3.2. Available: http://www.caleemod.com/. Accessed March 20, 2021.

California Air Resources Board. 2000 (October). *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. Available: https://www.arb.ca.gov/diesel/documents/rrpFinal.pdf. Accessed February 7, 2021.

———. 2005 (April). *Air Quality and Land Use Handbook: A Community Health Perspective*. Available: https://ww3.arb.ca.gov/ch/handbook.pdf.

———. 2013. The California Almanac of Emissions and Air Quality, 2013 Edition. Available: https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm. Accessed February 7, 2021.

———. 2014. *2000–2018 GHG Emissions Trends Report Data*. Available: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2018/2000_2018_ghg_inventory_trends_figures.xlsx. Accessed April 26, 2021.

———. 2015 (December). HARP User Guide. Sacramento, CA. Available: https://ww3.arb.ca.gov/toxics/harp/docs2/harp2admrtuserguide.pdf. Accessed March 15, 2021.

———. 2017 (November). California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. Available: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed December 21, 2020.

———. 2020. California Climate Rules and Regulations. Available: https://www.energy.ca.gov/rules-and-regulations. Accessed December 21, 2020.

California Department of Conservation. 2016. *California Important Farmland Finder*. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed February 22, 2021.

California Department of Forestry and Fire Protection. 2020a (November 18). *FHSZ in SRA*. Interactive map viewer prepared in coordination with the CalFire Hub Open Data Group. Available: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::fhsz-in-sra?geometry=-117.520%2C32.618%2C-116.652%2C32.820. Accessed February 22, 2021.

———. 2020b (November 18). *FHSZ in LRA*. Interactive map viewer prepared in coordination with the CalFire Hub Open Data Group. Available: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::fhsz-in-lra?geometry=-117.285%2C32.703%2C-117.069%2C32.753. Accessed February 22, 2021.

California Department of Industrial Relations. n.d. *Asbestos Registration*. Accessed August 3, 2021. Available: https://www.dir.ca.gov/dosh/acru/ACRUregistration.htm.

California Department of Resources Recycling and Recovery. 2019a. *SWIS Facility/Site Activity Details, West Miramar Sanitary Landfill (37-AA-0020)*. Available: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1795?siteID=2868. Accessed March 31, 2021.

———. 2019b. *Enforcement*. Available: https://www.calrecycle.ca.gov/lgcentral/enforcement. Accessed March 31, 2021.

California Department of Toxic Substances Control. 2021a. *General Dynamics-Lindbergh Field (Former) (37360092)*. Available: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=37360092. Accessed March 31, 2021.

———. 2021b. *Managing Hazardous Wastes*. Available: https://dtsc.ca.gov/managing-hazardous-waste/. Accessed March 31, 2021.

California Department of Transportation. 2013a. Technical Noise Supplement. California Department of Transportation Division of Environmental Analysis. Sacramento, CA. Prepared by ICF Jones & Stokes, Sacramento, CA.

———. 2018. Traffic Volumes. Available: https://dot.ca.gov/programs/traffic-operations/census. Accessed December 15, 2020.

———. 2020. *California State Scenic Highway System Map*. Available: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983. Accessed March 25, 2021.

California Energy Commission. 2019a. Integrated Energy Policy Report Update. Available: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update. Accessed on December 21, 2020.

———. 2019b (November). California Energy Efficiency Action Plan. Available: https://www.energy.ca.gov/filebrowser/download/1900. Accessed on April 21, 2020.

———. 2019c (November). California Renewables Portfolio Standard Annual Report. Available: https://www.cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Utilities_and_Industries/Energy_-_Electricity_and_Natural_Gas/2019%20RPS%20Annual%20Report.pdf. Accessed December 20, 2020.

California Energy Commission and California Air Resources Board. 2003 (August). *Reducing California's Petroleum Dependence*. Available: https://www.arb.ca.gov/fuels/carefinery/ab2076final.pdf. Accessed November 2, 2020.

California Environmental Protection Agency. n.d. *Cortese List Data Resources*. Available: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed May 27, 2021.

California Environmental Protection Agency and State Water Quality Control Board. 2017 (October 3). *Category 5 2014 and 2016 California 303(d) List of Water Quality Limited Segments*. Available: https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/category5_report.shtml. Accessed February 23, 2021.

California Emergency Management Agency. 2009 (June 1). *Tsunami Inundation Map for Emergency Planning*. Point Loma Quadrangle, 1:24,000 scale. Prepared in cooperation with the California Emergency Management Agency, California Geological Survey, and University of Southern California. San Diego, CA.

California Geological Survey. 1975. *Geology of the San Diego Metropolitan Area, Bulletin 200*. Sacramento, CA: California Division of Mines and Geology.

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants (online edition, v8-03 0.39). California Native Plant Society, Sacramento, CA. Available: http://www.rareplants.cnps.org. Accessed December 22, 2020.

California Natural Diversity Database. 2020. Rarefind 5. Commercial Version dated August 1, 2020. An online subscription database application for the use of the California Department of Fish and Wildlife's natural diversity database. California Natural Heritage Division, California Department of Fish and Wildlife, Sacramento, CA. Accessed December 22, 2020.

California Seismic Safety Commission. 2005. The Homeowner's Guide to Earthquake Safety. Sacramento, CA.California State Board of Equalization. 2020. Net Taxable Gasoline Gallons. Available: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed December 21, 2020.

California Wetlands Monitoring Workgroup. 2020. EcoAtlas. Available: https://www.ecoatlas.org/. Accessed December 22, 2020.

CalEPA *see* California Environmental Protection Agency

CalEPA and SWQCB. *See* California Environmental Protection Agency and State Water Quality Control Board.

CAL FIRE. *See* California Department of Forestry and Fire Protection.

CalRecycle. *See* California Department of Resources Recycling and Recovery.

Caltrans. *See* California Department of Transportation.

CAPCOA. *See* California Air Pollution Control Officers Association.

CARB. *See* California Air Resources Board.

CEC. *See* California Energy Commission.

CEC and CARB. *See* California Energy Commission and California Air Resources Board.

CGS. *See* California Geological Survey.

CNDDB. *See* California Natural Diversity Database.

CNPS. *See* California Native Plant Society.

Chen Ryan Associates. 2021a (March). *Transportation Impact Study Vehicle Miles Traveled – SB 743 Analysis for the STAY OPEN San Diego Project.* San Diego, CA. Prepared for San Diego Unified Port District, San Diego, CA.

———. 2021b (March). *STAY OPEN San Diego Project – Parking Analysis Technical Memorandum.* San Diego, CA. Letter memorandum to Andrew Martin, senior environmental planner, Ascent Environmental. San Diego, CA.

City of San Diego. 2007 (September). *Final Program Environmental Impact Report for the Draft General Plan*. San Diego, CA: Planning Department, City of San Diego.

———. 2008a (March). *City of San Diego General Plan, Conservation Element*. San Diego, CA: Planning Department, City of San Diego.

———. 2008b (April 3). *City of San Diego Seismic Safety Study, Geologic Hazards and Faults*. Grid tile 20. Available: https://www.sandiego.gov/development-services/zoning-maps/seismic-safety-study. Accessed March 30, 2021.

———. 2009 (February 24). *Official Very High Fire Hazard Severity Zone Map*. Scale 1:25,000, Grid Tile 15. San Diego, CA: City of San Diego Fire Rescue Department.

———. 2013 (December). *City of San Diego Bicycle Master Plan*. Prepared by Alta Planning + Design. San Diego, CA. Prepared for City of San Diego, San Diego, CA. Available:

https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/mobility/pdf/bicycle_master_plan_final_dec_2013.pdf. Accessed March 26, 2021.

———. 2015a. General Plan Update. Available: https://www.sandiego.gov/planning/genplan. Accessed December 15, 2020.

———. 2015b (December). 2015 Climate Action Plan. Available: https://www.sandiego.gov/sites/default/files/final_july_2016_cap.pdf. Accessed December 22, 2020.

———. 2016a. *California Environmental Quality Act - Significance Determination Thresholds*. Department of Development Services. Available: https://www.sandiego.gov/sites/default/files/july_2016_ceqa_thresholds_final_0.pdf. Accessed December 15, 2020.

———. 2016b (May 17). *Traffic Volumes Dataset*. Available: https://data.sandiego.gov/datasets/traffic-volumes/. Accessed June 16, 2021.

———. 2019. San Diego Municipal Code, Chapter 5, Article 9.5: Noise Abatement and Control. Available: http://docs.sandiego.gov/municode/MuniCodeChapter05/Ch05Art9.5Division04.pdf. Accessed December 17, 2020.

———. 2020 (August). *Traffic Control Plan/Permit*. Available: https://www.sandiego.gov/sites/default/files/ds269.pdf. Accessed February 22, 2021.

———. 2021a. *Balboa Park: The Cultural Heart of San Diego*. Available: https://www.sandiego.org/articles/balboa-park/balboa-park-san-diego.aspx. Accessed February 23, 2021.

———. 2021b. *Fire-Rescue Department*. Available: https://www.sandiego.gov/fire/about. Accessed March 15, 2021.

———. 2021c (February). *Draft 2020 Urban Water Management Plan*. San Diego, CA: Public Utilities Department.

———. n.d a. *San Diego Bay Watershed Brochure*. San Diego, CA: City of San Diego, Transportation and Stormwater Department. Available: https://www.sandiego.gov/sites/default/files/legacy/thinkblue/pdf/sdbaywatershed.pdf. Accessed February 23, 2021.

———. n.d b. *Chollas Lake Park*. Available: https://www.sandiego.gov/park-and-recreation/centers/recctr/chollas. Accessed February 23, 2021.

———. n.d c. *Tsunami Evacuation Map*. Available: https://www.sandiego.gov/sites/default/files/sdc_map_v9kiosk_1.pdf. Accessed March 11, 2021.

———. n.d. d. *Miramar Landfill*. Available: https://www.sandiego.gov/environmental-services/miramar. Accessed June 16, 2021.

———. n.d. e. *Project 514920 - Stay SDP*. City of San Diego OpenSDS Development Services Department. Available: https://opendsd.sandiego.gov/Web/Projects/Details/514920. Accessed June 15, 2021.

———. n.d. f. *Pacific Beach Pipeline South Replacement Project*. Available: https://www.sandiego.gov/cip/projectinfo/featuredprojects/pbpipeline. Accessed June 16, 2021.

———. n.d. g. *Hillcrest Focused Plan Amendment*. Available: https://www.sandiego.gov/planning/community/cpu/hillcrest. Accessed June 16, 2021.

County of San Diego. 2007. *Guidelines for Determining Significance and Report Format and Content Requirements – Air Quality*. Land Use and Environment Group, Department of Planning and Land Use, Department of Public Works. Available: https://www.sandiegocounty.gov/content/dam/sdc/pds/ProjectPlanning/docs/AQ-Guidelines.pdf."

———. 2014. *Climate Action Plan, Greenhouse Gas Emissions Inventory, Projections, and Reduction Targets*. Available: https://www.sandiegocounty.gov/content/dam/sdc/pds/advance/cap/publicreviewdocuments/CAPfilespublicre

view/Chapter 2 Greenhouse Gas Emissions Inventory, Projections and Reduction Target.pdf. Accessed April 26, 2021.

———. 2016 (October). *Draft Final Supplemental Environmental Impact Report Forest Conservation Initiative Lands GPA (GPA 12-004). State Clearinghouse No. 2012081082*. San Diego, CA: Planning and Development Services, County of San Diego.

———. 2018. *County of San Diego Waterfront Park*. Available: https://www.sdparks.org/content/dam/sdparks/en/pdf/BrochuresMiscellaneous/2018_Waterfront_Park_8.5_11_Brochure_FINAL.pdf. Accessed February 23, 2021.

———. n.d. *San Diego County Sustainable Groundwater Management*. Available: https://www.sandiegocounty.gov/pds/SGMA.html. Accessed April 22, 2021.

District. *See* San Diego Unified Port District.

District and County of San Diego *see San* Diego Unified Port District and County of San Diego

DOC. *See* California Department of Conservation.

DTSC. *See* California Department of Toxic Substances Control.

Dye, Michael, Harbor Police Lieutenant. Port of San Diego Harbor Police, San Diego, CA. March 12, 2021—telephone discussion with Kristen Stoner of Ascent Environmental regarding the Harbor Police's ability to serve the proposed STAY OPEN Hotel.

ECS Environmental. 2017a (January 6). *Microbial Investigation – Annex (Unoccupied) 3165 Pacific Highway, San Diego, CA, 92101*. San Diego, CA.

ECS Environmental. 2017b (May 9). *Microbial Clearance Inspection – Annex 3165 Pacific Highway, San Diego, CA, 92101*. San Diego, CA.

EIA. *See* U.S. Energy Information Administration.

EPA. *See* U.S. Environmental Protection Agency.

FAA. *See* Federal Aviation Administration.

Federal Avian Administration. 2021 (January 27). *Determination of No Hazard to Air Navigation: Building Stay Open*. Aeronautical Study Number 2021-AWP-667-OE. Venice, CA.

Federal Aviation Administration. 2020 (November 6). *Advisory Circular 70/7460-1M: Obstruction Marking and Lighting*. Available: https://www.faa.gov/documentLibrary/media/Advisory_Circular/Advisory_Circular_70_7460_1M.pdf. Accessed April 2, 2021.

———. 2021a (January 27). *Determination of No Hazard to Air Navigation; Building Stay Open*. Aeronautical Study 2021-AWP-667-OE, 2021-AWP-668-OE, 2021-AWP-669-OE. Fort Worth, TX: Southwest Regional Office, Obstruction Evaluation Group.

———. 2021b (March 4). *Determination of No Hazard to Air Navigation for Temporary Structure; Crane for Stay Open*. Aeronautical Study 2021-AWP-670-OE. Fort Worth, TX: Southwest Regional Office, Obstruction Evaluation Group.

Federal Emergency Management Agency. 2019 (December 20). *Flood Insurance Rate Map, Panel 1881 of 2375, 1:6,000 Scale*. San Diego, CA: National Flood Insurance Program.

Federal Highway Administration. 2004. FHWA Traffic Noise Model, Version 2.5. Available: https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/tnm_v25/index.cfm. Accessed December 18, 2020.

———. 2006 (January). Roadway Construction Noise Model User's Guide. Washington, DC. Prepared by Research and Innovative Technology Administration, Cambridge, MA. Available:

http://www.gsweventcenter.com/Draft_SEIR_References/2006_01_Roadway_Construction_Noise_Model_User_Guide_FHWA.pdf. Accessed December 19, 2020.

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. Washington, DC. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed December 20, 2020.

FEMA. *See* Federal Emergency Management Agency.

Trame, Larry. Assistant Fire Marshal, San Diego Fire Department. May 27, 2021- Email to Kristen Stoner, Environmental Project Manager regarding SDFD response times to the Project site.

Tremor, S., D. Stokes, W. Spencer, J. Diffendorfer, H. Thomas, S. Chivers, P. Unitt. 2017 (August). San Diego County Mammal Atlas. San Diego: San Diego Natural History Museum.

FHWA. *See* Federal Highway Administration.

FTA. *See* Federal Transit Administration.

Geotechnical Professionals, Inc. 2019 (October 31). *Geotechnical Investigation Proposed Building Renovation for POD Hotel Stay Open, 3125 Pacific Highway, San Diego, California*. Cypress, CA: Geotechnical Professionals, Inc.

———. 2021 (July 29). *Response Letter Proposed Building Renovation for Pod Hotel, Stay Open, 3125 Pacific Highway, San Diego, CA*. GPI Project No. 2956.I.

GPI. *See* Geotechnical Professionals, Inc.

Intergovernmental Panel on Climate Change. 2013. Chapter 6, Carbon and Other Biogeochemical Cycles. Pages 465–570 in *Climate Change 2013: The Physical Science Basis. Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Available: http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf. Accessed December 21, 2020.

———. 2014. *Climate Change 2014 Synthesis Report: Summary for Policymakers*. Available: https://www.ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_SPM.pdf. Accessed December 21, 2020.

IPCC. *See* Intergovernmental Panel on Climate Change

JLA *see* John Labib + Associates Structural Engineers

John Labib + Associates Structural Engineers. 2019 (October 7). *Structural Evaluation Report for 3165 Pacific Highway*. San Diego, CA.

Labib Funk and Associates. 2021 (April 23). Stay Open San Diego: Wastewater and Water Calculations. El Segundo, CA.

LFA. *See* Labib Funk and Associates.

Little Italy Association. 2021. *Amici Park*. Available: https://www.littleitalysd.com/explore/amici-park. Accessed February 23, 2021.

National Environmental Title Research. 2021. *Historic Aerials*. Available: https://www.historicaerials.com/. Accessed 2019.

National Highway Traffic Safety Administration and U.S. Environmental Protection Agency. 2020. Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule. Available: https://www.nhtsa.gov/corporate-average-fuel-economy/safe. Accessed December 21, 2020.

NHTSA and EPA. *See* National Highway Traffic Safety Administration and U.S. Environmental Protection Agency.

North County Transit District. 2020. Daily schedule, trains arriving/departing downtown San Diego Santa Fe station. Available: https://gonctd.com/wp-content/uploads/transit/COASTER.pdf. Accessed December 16, 2020.

OEHHA. *See* Office of Environmental Health Hazard Assessment.

Office of Environmental Health Hazard Assessment. 2015 (February). *Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*. Available: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed February 6, 2021.

SANDAG *See* San Diego Association of Governments

SDG&E. *See* San Diego Gas and Electric.

SDIA. *See* San Diego International Airport.

San Diego Air Pollution Control District. 2019 (June). SDAPCD Rule 20.2 New Source Review for Non-Major Stationary Sources. Available: https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Permits/APCD_R20.2.pdf. Accessed April 3, 2021.

———. 2020 (October). 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County. Available: https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20A%20(Attainment%20Plan)_ws.pdf. Accessed December 21, 2020.

———. 2021. San Diego County Attainment Status. Available: https://www.sdapcd.org/content/sdc/apcd/en/air-quality-planning/attainment-status.html. Accessed February 8, 2021.

San Diego Association of Governments. 2021 (April 21). *Notice of Preparation of a Draft Environmental Impact Report*. San Diego, CA.

San Diego County Regional Airport Authority. 2014 (April 3). *San Diego International Airport: Airport Land Use Compatibility Plan*. San Diego, CA: Airport Land Use Commission.

San Diego County Regional Airport Authority. 2021 (May 13). *Airport Land Use Commission Consistency Determination – Port Master Plan Amendment to Allow for Construction of Hotel with Eating and Drinking Establishments at 3125 Pacific Highway, Port of San Diego*. San Diego, CA.

San Diego Fire Department.

San Diego Gas & Electric. 2018 (July). Final 2020 Renewables Portfolio Standard Procurement Plan. Available: https://www.sdge.com/sites/default/files/regulatory/Final%202020%20Renewables%20Portfolio%20Standard%20Procurement%20Plan.pdf. Accessed March 14, 2021.

———. 2020. *About Us*. Available: https://www.sdge.com/more-information/our-company/about-us. Accessed March 31, 2021.

San Diego International Airport. 2018a. *Terminal 2 Parking Plaza Fun Facts*. Available: http://www.san.org/Portals/0/Documents/Parking%20Plaza/Terminal_2_Parking_Plaza_Fun_Facts.pdf. Accessed April 2, 2021.

———. 2018b. *International Arrivals Facility Fun Facts.* Available: http://www.san.org/Portals/0/Documents/International%20Arrivals%20Facility/SDIA_International_Arrivals_Facility_Fun_Facts_8_2018.pdf. Accessed April 2, 2021.

———. n.d. a. *International Arrivals Facility Fact Sheet*. Available: https://www.san.org/Airport-Projects/FIS. Accessed April 1, 2021.

———. n.d. b. *Northside Improvements*. Available: https://www.san.org/Airport-Projects/North-Side-Improvements. Accessed April 1, 2021.

San Diego Regional Water Quality Control Board. 1994 (September 8). *Water Quality Control Plan for the San Diego Basin (9)*. Reflects amendments through May 17, 2016. San Diego, CA: California Regional Water Quality Control Board, San Diego Region.

———. 2020 (October 12). *San Diego Basin Plan Map webapp*. Available: https://gispublic.waterboards.ca.gov/portal/apps/webappviewer/index.html?id=1f58bd97fdcd45329a5e16e373ede24d. Accessed February 23, 2021.

San Diego RWQCB *see* San Diego Regional Water Quality Control Board

San Diego Unified Port District. 2009. *Board of Port Commissioners Policy No. 713*, Tenant Landscaping Improvements and Maintenance.

———. 2013. Port of San Diego Climate Action Plan 2013. Available: https://pantheonstorage.blob.core.windows.net/environment/Port-of-San-Diego-Climate-Action-Plan.pdf. Accessed December 22, 2020.

———. 2016 (April 6). *BPC Policy No. 775*. San Diego, CA.

———. 2015 (October 19). Palm Street Park Public Art Visioning Workshop. Available: http://www.san.org/Portals/0/Documents/Northside/ART%20Program%20Palm%20Street%20Park%20Visioning%20Workshop%20evite.pdf. Accessed April 1, 2021.

———. 2020a (October). *Port Master Plan San Diego Unified Port District Revised Draft*. Reflects amendments through November 9, 2018. San Diego, CA: Port of San Diego.

———. 2020b. *2016 Port of San Diego Maritime Emergency Restoration Plan*. Not publicly available due to sensitive information. San Diego, CA.

———. 2021a. *Parks*. Available: https://www.portofsandiego.org/see-and-do/parks?location=11. Accessed February 23, 2021.

———. 2021b. *Where to Go: Enjoy Your #Wonderfront*!. Available: https://www.portofsandiego.org/wonderfront. Accessed February 23, 2021.

———. 2021c. *Harbor Police*. Available: https://www.portofsandiego.org/public-safety/harbor-police. Accessed March 15, 2021.

———. 2021d (April 15). *Port of San Diego Advances Sunroad's Proposed Harbor Island East Hotel*. Available: https://www.portofsandiego.org/press-releases/general-press-releases/port-san-diego-advances-sunroads-proposed-harbor-island-east. Accessed June 16, 2021.

———. n.d a. *Immerse Yourself in the Arts: North Embarcadero*. Available: https://pantheonstorage.blob.core.windows.net/experiences/North-Embarcadero-Self-Guided-Art-Tour.pdf. Accessed February 23, 2021.

———. n.d. b. *Lane Field*. Available: https://www.portofsandiego.org/projects/lane-field. Accessed April 1, 2021.

———. n.d. c. Portside Pier. Available: https://www.portofsandiego.org/projects/portside-pier. Accessed April 2, 2021.

San Diego State University. n.d. *The Pueblo San Diego Watershed*. San Diego Bay Watersheds: Common Ground. Available: https://www.sdbay.sdsu.edu/education/pueblo.php. Accessed May 28, 2021.

San Diego Unified Port District and County of San Diego. 2018 (September). *Operational Area Emergency Operations Plan*. San Diego, CA.

SCAQMD. *See* South Coast Air Quality Management District.

Scripps Health. 2017 (November 17). *Scripps Unveils Master Plan for 5 Hospital Campuses*. Available: https://www.scripps.org/news_items/6212-scripps-unveils-master-plan-for-5-hospital-campuses. Accessed June 16, 2021.

SDAPCD. See San Diego Air Pollution Control District.

Seattle Public Utilities. 2002 (July). *Hotel Water Conservation: A Seattle Demonstration*. Prepared by O'Neill & Siegelbaum and the RICE Group. Seattle, WA.

South Coast Air Quality Management District. 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed April 25, 2021.

State Water Resources Control Board. 2021a. *GeoTracker Database*. Available: https://geotracker.waterboards.ca.gov/. Accessed March 31, 2021.

———. 2021b. *Northside San Diego International Airport Redevelopment (Former General Dynamics Facility) (T10000002563).* Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002563. Accessed March 31, 2021.

———. n.d. *Project Status Definitions*. Available: https://geotracker.waterboards.ca.gov/GeoTrackerStatusDefinitions.pdf. Accessed April 1, 2021.

SDCAA *see* San Diego County Regional Airport Authority

SDG&E *see* San Diego Gas and Electric

SDIA *see* San Diego International Airport

SWRCB *see* State Water Resources Control Board

Tremor, S., D. Stokes, W. Spencer, J. Diffendorfer, H. Thomas, S. Chivers, P. Unitt. 2017 (August). San Diego County Mammal Atlas. San Diego: San Diego Natural History Museum.

U.S. Environmental Protection Agency. 2019 (August). *Environments and Contaminants: Criteria Air Pollutants*. In America's Children and the Environment. Updated Third Edition. Available: https://www.epa.gov/sites/production/files/2019-07/documents/ace3-criteria-air-pollutants-report-section.pdf. Accessed February 8, 2021.

———. 2020a (July 28). *Summary of the Resource Conservation and Recovery Act*. Available: https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act. Accessed March 31, 2021.

———. 2020b (October 22). *Regulatory Information by Topic: Toxic Substances*. Available: https://www.epa.gov/regulatory-information-topic/regulatory-information-topic-toxic-substances. Accessed March 31, 2021.

———. 2020c (November 30). *California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants*. Available: https://www3.epa.gov/airquality/greenbook/anayo_ca.html. Accessed December 21, 2020.

UN. *See* United Nations.

United Nations. 2015 (December 13). Historic Paris Agreement on Climate Change: 195 Nations Set Path to Keep Temperature Rise Well Below 2 Degrees Celsius. Available: https://unfccc.int/news/finale-cop21. Accessed December 21, 2020.

U.S. Department of Agriculture. 2011 (May 13). *Soil Survey Geographic database for San Diego County, California*. Web map application. Available: https://databasin.org/maps/new/#datasets=028d6dc1c4084aeb96099355da5bc84a. Accessed April 22, 2021.

U.S. Energy Information Administration. 2018. Annual Energy Outlook 2018. Available: https://www.eia.gov/outlooks/aeo/. Accessed December 21, 2020.

U.S. Fish and Wildlife Service. 2020. Information for Planning and Consultation Database (IPaC). Available: https://ecos.fws.gov/ipac Accessed August 20, 2020

U.S. Geological Survey. 2021 (March 30). *U.S. Geological Survey Quaternary Faults*. Map created from Interactive Fault Map USGS webmap application. Available:

https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf. Accessed March 30, 2021.

U.S. Navy. *See* U.S. Navy, Naval Base Coronado.

U.S. Navy, Naval Base Coronado. 2011. 2011 Air Installations Compatible Use Zones (AICUZ) Update, Naval Air Station North Island. Available: https://www.cnic.navy.mil/content/dam/cnic/cnrsw/Naval Base Coronado/Documents/2011 NBC AICUZ Study (reduced size).pdf. Accessed January 18, 2021.

USDA. *See* U.S. Department of Agriculture.

USFWS. *See* U.S. Fish and Wildlife Service.

USGS. *See* U.S. Geological Survey.

WM. Templeton Johnson Architect. 1943 (February 2). *General Administration Building for Consolidated Aircraft Corporation, 1400 San Diego Trust and Savings Building*. San Diego, CA.

Zhu, Y., W. C. Hinds, S. Kim, and C. Sioutas. 2002. *Concentration and Size Distribution of Ultrafine Particles Near a Major Highway*. Journal of the Air & Waste Management Association 52:1032–1042.

5 REPORT PREPARERS

San Diego Unified Port District (Lead Agency)

Anna Buzaitis ..... Program Manager, Planning & Green Port
Andrea Ormerod ..... Asset Manager, Real Estate
Christopher Burt. Esq. ..... Deputy General Counsel
Lesley Nishihira ..... Director, Planning
Ashley Wright ..... Senior Planner
Lily Tsukayama ..... Associate Planner
Tom Ortiz ..... GIS Analyst

Dudek (Project Management Consultant)

Matthew Valerio ..... Principal

Ascent Environmental, Inc. (CEQA Compliance)

Amanda Olekszulin ..... Principal
Andrew Martin ..... Project Manager
Kristen Stoner ..... Assistant Project Manager
Kathleen Cuschieri ..... Environmental Planner
Christopher Lovett ..... Air Quality, Energy, Greenhouse Gas Emissions, Noise
Pam Brillante ..... Biological Resources
Alta Cunningham ..... Cultural and Tribal Cultural Resources
Zachary Miller ..... Transportation
Lisa Merry ..... GIS
Gayiety Lane ..... Publishing Specialist
Michele Mattei ..... Publishing Specialist
Corey Alling ..... Graphics

Kleinfelder (Geology and Soils)

Kevin Crennan ..... Senior Geotechnical Engineer

This page intentionally left blank.

Appendix A

Port Master Plan Amendment

San Diego Unified Port District
Port Master Plan Amendment

DRAFT

Stay Open San Diego Hotel
Port Master Plan Amendment

Existing/Proposed Plan Text
and Plan Graphics

July 2021

*Note: Text to be **deleted** shown ~~stricken~~ and text to be **added** shown <u>underlined</u>.*

HARBOR ISLAND:
PLANNING DISTRICT 2

Precise Plan Concept

Planning District 2 embraces two different activities - the transportation hub of San Diego International Airport (Lindbergh Field) with its ancillary commercial and industrial activities, and Harbor Island with its public parks and tourist commercial orientation. Each serves an important function in the regional economy and, in some ways, they are associated together. Both have been intensely developed and are recognized as being stabilized for the future envisioned in the Master Plan.

Lindbergh Field is included in the Comprehensive Planning Organization's Regional Transportation Plan with the statement that it is "the site most suitable for serving the commercial air transportation needs of the San Diego region through 1995." The Master Plan retains Lindbergh Field in its present configuration, adding to the passenger terminal and making improvements in parking and access. Aviation related industries and commerce will also be retained.

Development of unleased parcels on Harbor Island is expected to be completed with the construction of the hotel on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. Table 8 summarizes the land and water use allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest. A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities.

The use allocation table, the Precise Plan Map, and the following text supplement the general plan guideline presented in the preceding part of this document.

Harbor Island/Lindbergh Field

Planning Subareas

Planning District 2 has been divided into nine subareas (Figure 10) to provide a more specific explanation of the intent of the Plan.

DRAFT

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this 37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development. The last project, a high quality hotel of approximately 500 rooms, is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with aircraft approach paths. The hotel complex includes restaurant, cocktail lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotel and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

A public promenade parallels the active ship channel of the bay and insures pedestrian and bicycle coastal access. Landscaped open space on Harbor Drive is retained with the street design of an upgraded and modified "T" inter-section. Utility capacity is expanded to meet increased service needs.

Anchorage A-9, Cruiser Anchorage, is a 9.2 acre anchorage area located south of the United States Coast Guard Air Station near the East Harbor Island Basin. The boundaries of the anchorage are to be delineated with perimeter markers. Landside support for this anchorage is located just east of the Coast Guard Air Station at a small boat landing facility that includes rest rooms, public telephone, parking and a public transit bus stop. For this facility a cruiser is defined as a traveling vessel that is not registered to an address in San Diego County or whose owner/operator is not a resident of San Diego County. The cruiser anchorage is reserved for cruisers that will use vessels ground tackle to anchor for a maximum of 90 days within any 365-day period. Anchorage permits for A-9 may be obtained by application to the office of the Chief of the San Diego Harbor Police. At the District's sole discretion, permits for the cruiser anchorage may be granted to non-cruisers for a maximum period of 72 hours. The permit procedure includes vessel and owner documentation, equipment verification, and is subject to space available and compliance with District regulations. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners.

East Basin Industrial

East of Harbor Island, subarea 24, is a tract of land leased by General Dynamics Corporation and Lockheed Ocean Laboratory for aerospace and oceanographic research and development. These sites are recommended for eventual redevelopment into a light, marine related

DRAFT

industrial/business park to include such activities as scientific laboratories, office space, marine oriented businesses and light manufacturing plants, with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.

The bicycle path extends along Harbor Drive north of the industrial site for about one mile, where it connects with the Embarcadero path. A small half-acre land parcel between General Dynamics and the U.S. Coast Guard Station will be used for Harbor Services in association with the Convair Lagoon sediment remediation and monitoring.

Aviation Related Industrial

Subareas 25 and 28 have long-term commitments to the existing aviation related industrial uses. Present activities include the manufacture and assembly of aircraft components, and employee parking for a turbine plant located in Planning District 3. These aviation-related industrial uses will continue. The employee parking is being given consideration for relocation to the vicinity of Pacific Highway and Palm Street, upon the widening of Laurel Street.

Lindbergh Field

The Lindbergh Field subareas, 26 and 27, include the airport, runways, taxiways, aircraft parking aprons, control tower, passenger terminals, and public parking. It has been designated International Airport in the Master Plan and the primary uses would include the aforementioned. In addition, the uses typically included inside the terminals such as ticket sales, car rentals, air taxi, restaurants, and gift shop, would be permitted. Approximately 52 acres of former Naval Training Center property west of Lindbergh Field has been transferred to the Port and will be used for parking and future airport expansion.

The Port District is committed to maintaining Lindbergh Field as San Diego's regional airport until an alternative is found. An Airport Development Study was undertaken to provide a long-range development plan for Lindbergh Field in view of the continued increase in air traffic and the increased frequency of congestion in the passenger terminals, terminal roads, auto parking lots and the main access roads linking the airport to the City. As a first step, the District has adopted an Immediate Action Program. The Immediate Program has the following elements: (1) addition of an air terminal concourse, and associated aircraft apron areas; (2) modification of existing parking and airport roadway improvements;(3) modifications to the Harbor Drive interchange at Harbor Island Drive; (4) expansion of the airport fuel farm, and (5) regional access improvements including widening of Laurel Street.

The Master Plan proposes a new access road be constructed from Washington Street, along the north periphery of the airport, to the west side of the new West Terminal. Most of the road is located on land occupied by the U.S. Marine Corps Recruit Depot; however, the exact location, design and ownership will be decided at a later date, and is subject to negotiation with the U.S. Navy. It is not intended to serve as a shortcut or bypass between Point Loma and Hillcrest, so it has been narrowed as it enters Harbor Drive.

Airport Related Commercial

Commercial uses associated with the airport have been delineated on the Precise Plan. They include a cluster of uses along Pacific Highway near Laurel Street. While individual leases may change from time to time, it is intended to continue these existing areas in airport related commercial use. Other uses included are car rental, offices, private general aviation services,

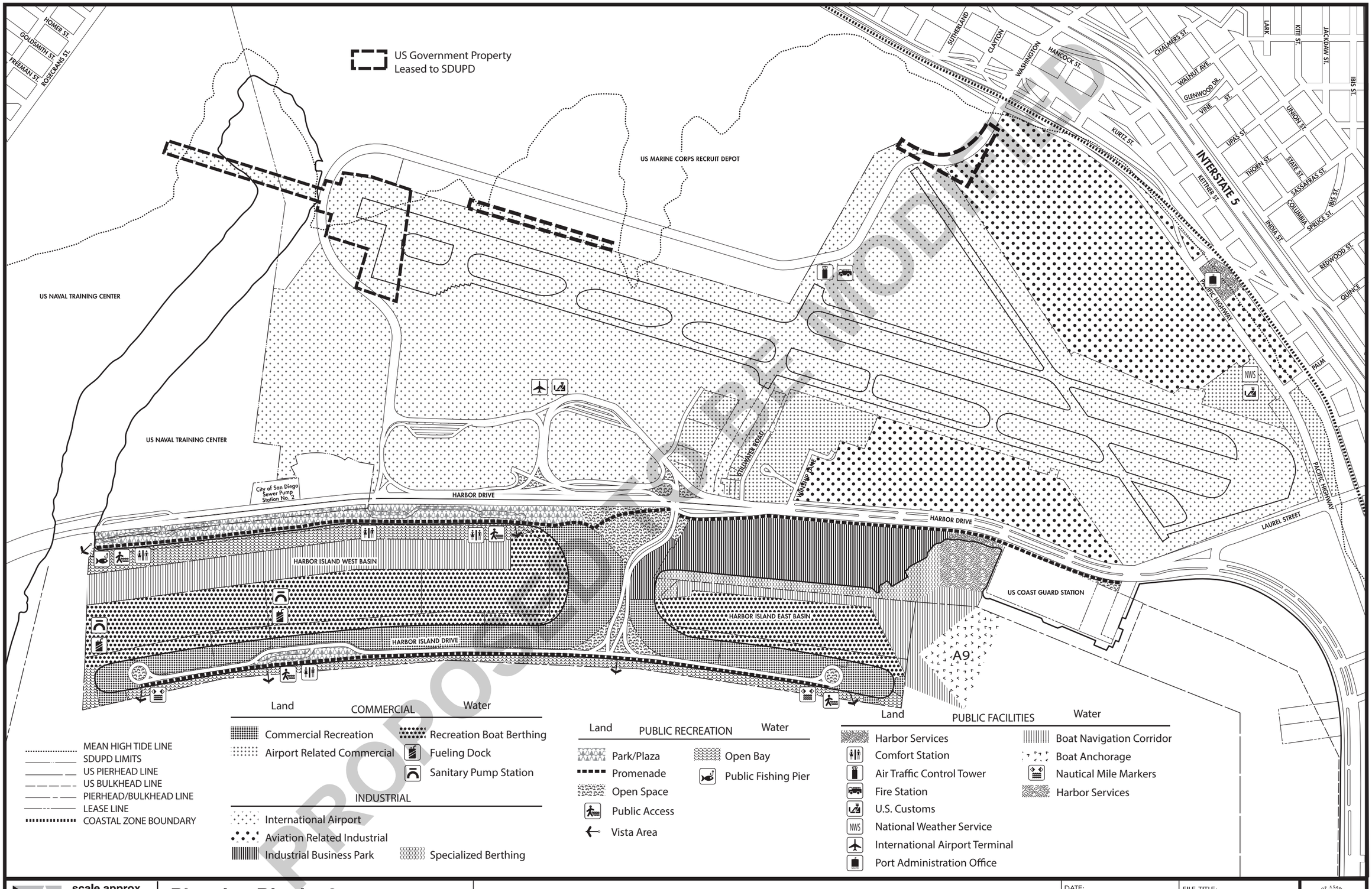
restaurants, government offices, service stations, flight food preparation, aircraft maintenance, and similar uses. ~~The total area now shown in this category is 38.0 acres.~~

The existing Port District Administration Building at Sassafras Street will continue to serve the District.

A lower cost overnight visitor serving hotel is proposed in this subarea to expand lower cost coastal access on District Tidelands. The lower cost overnight visitor serving hotel would be located within a portion of the Port District's Annex building located south of the existing Port District Administration Building. The hotel would include renovation to the southern half of the ground floor of the Port District's Annex building, and construction of a second story. The northern half of the ground floor of the Port District's Annex building would continue to be used for office space related to the Port District.

The hotel would include a restaurant, bar, café, and parking. The hotel and associated uses are proposed to be approximately 31,000 square feet and a maximum of 50 feet in height. Lower cost overnight visitor serving accommodations are proposed for approximately 294 guests within the hotel. The lower cost overnight visitor serving hotel will also include common areas such as a lobby indoor/outdoor bar and café, and a rooftop restaurant and bar, which will be open to the public during business hours. The parking area would be approximately 49,000 square feet and include parking stalls for hotel and restaurant guests and designated parking for shared transportation vehicles. Approximately 11,000 square feet of the parking area would be landscaped with drought-tolerant plant species, shade trees and a storm water treatment basin.

DRAFT



scale approx.
0 200' 400'
Land Use Planning

Planning District 2
HARBOR ISLAND/LINDBERGH FIELD

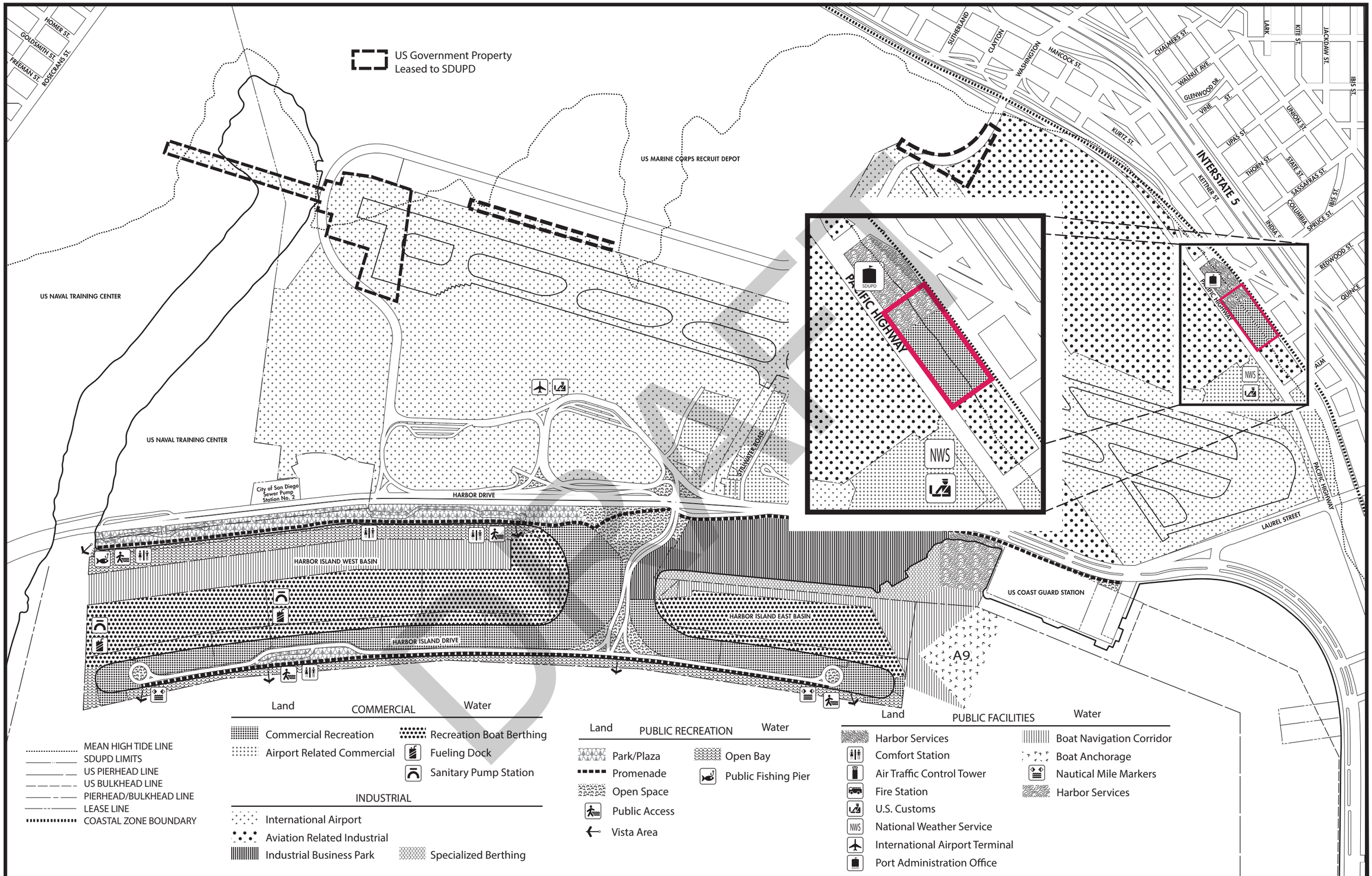
PRECISE PLAN

FIGURE 9

DATE: June 12 2001
DRWN / CHK: T.O. - 10/17/01

FILE TITLE: PPdist2_ntc_pmpa_current_4_02

PORT OF SAN DIEGO UNITED PORT DISTRICT



MEAN HIGH TIDE LINE
SDUPD LIMITS
US PIERHEAD LINE
US BULKHEAD LINE
PIERHEAD/BULKHEAD LINE
LEASE LINE
COASTAL ZONE BOUNDARY

Land — COMMERCIAL — Water

- Commercial Recreation
- Airport Related Commercial
- Recreation Boat Berthing
- Fueling Dock
- Sanitary Pump Station

INDUSTRIAL

- International Airport
- Aviation Related Industrial
- Industrial Business Park
- Specialized Berthing

Land — PUBLIC RECREATION — Water

- Park/Plaza
- Promenade
- Open Space
- Public Access
- Vista Area
- Open Bay
- Public Fishing Pier

Land — PUBLIC FACILITIES — Water

- Harbor Services
- Comfort Station
- Air Traffic Control Tower
- Fire Station
- U.S. Customs
- National Weather Service
- International Airport Terminal
- Port Administration Office
- Boat Navigation Corridor
- Boat Anchorage
- Nautical Mile Markers
- Harbor Services

scale approx. 0 200' 400'

Land Use Planning

Planning District 2
HARBOR ISLAND/LINDBERGH FIELD

PRECISE PLAN

FIGURE 9

DATE: June 12 2001
DRWN / CHK: T.O. - 10/17/01

FILE TITLE: PPdist2_ntc_pmpa_current_4_02

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

TABLE 8
Precise Plan Land and Water Use Allocation

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND USE	ACRES Existing	ACRES Revised	WATER USE	ACRES	TOTAL ACRES Existing	TOTAL ACRES Revised	%OF TOTAL
COMMERCIAL	90.6		**COMMERCIAL**	105.8	196.4		20%
Airport Related Commercial	~~38.0~~	36.5					
Commercial Recreation	~~52.6~~	54.1	Recreational Boat Berthing	105.8			
INDUSTRIAL	631.8		**INDUSTRIAL**	11.2	643.0		65%
Aviation Related Industrial	130.6						
Industrial Business Park	33.1		Specialized Berthing	11.2			
International Airport	468.1						
PUBLIC RECREATION	26.2		**PUBLIC RECREATION**	45.0	71.2		7%
Open Space	7.5		Open Bay/Water	45.0			
Park	16.4						
Promenade	2.3						
PUBLIC FACILITIES	66.8		**PUBLIC FACILITIES**	18.0	84.8		8%
Harbor Services	1.3		Harbor Services	5.3			
Streets	65.5		Boat Navigation Corridor	12.7			
TOTAL LAND AREA	**815.4**		**TOTAL WATER AREA**	**180.0**			
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					**995.4**		**100%**

Note: Does not include:

Leased Federal Land	*22.5 acres*
State Submerged Tidelands	*41.3 acres*
Leased Uplands	*4.1 acres*

DRAFT

Draft

Project List

A listing of projects and appealable classifications is shown in Table 9.

TABLE 9: PROJECT LIST HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2	SUBAREA ↓	DEVELOPER ↓	APPEALABLE ↓	FISCAL YEAR
1. HOTEL COMPLEX: up to 500 rooms, restaurant, cocktail lounge, meeting and conference space; parking; landscape	23	T	Y	1993-94
2. PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure; install landscaping	29	P	N	1993-95
3. AIRPORT ACCESS ROAD: Construct	27	P	Y	1995-96
4. FUEL FACILITY: Expansion to north side of airport	25	P	N	1992-93
5. ACCESS ROADS: Revise airport internal road system	26	P	N	1993-94
6. LAUREL STREET: Widen between Harbor Drive and Pacific Highway	27	P	Y	1994-95
7. NEW AIRPORT TERMINAL: Construct facility; apron; taxiway	26	P	N	1993-95
8. ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9	23	P	Y	1995-96
9. CONVAIR LAGOON: Sediment remediation	24	T	N	1996-97
10. INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain	26	P	N	2001-03
11. LOWER COST HOTEL: lower cost overnight accommodations hotel for approximately 294 guests, with rooftop restaurant, lobby bar and café, parking, and landscaping.	29	T	Y	2023-2024

P- Port District
T- Tenant

N- No
Y- Yes

DRAFT

Draft

Appendix B

Air Quality, Greenhouse Gas, and Energy Supporting Documentation

Stay Open SD

Project Schedule

Summary

Phase	Dates	Work Days
Demolition	6/3 to 8/9/2021	48
Grading	7/6 to 7/19/2021	10
(Site Preparation)	7/20 to 9/13/2021	40
Building Construction	9/14/21 to 6/15/2022	197
Arch Coating	2/9 to 5/31/2022	23
Paving	5/5 to 5/11/2022	5

					Duration (54 wks x 5 days)	Start Thu 6/3/21	Finish Wed 6/15/22		
CALEEMOD PHASE	**DATES**	**WORKDAYS**		**SUBPHASE TASK NAME**	**270 days**	**Thu 6/3/21**	**Wed 6/15/22**	**WORKERS/VEHICLES**	**EQUIPMENT**
Demolition	6/3/2021 - 8/9/2021	48	3	Hard Demo/ IT Space	48 days	Thu 6/3/21	Mon 8/9/21	10/10	1 concrete saw (81 hp), 3 excavators (158 hp), 2 dozers (247 hp)
			4	Site Demo	20 days	Tue 6/8/21	Mon 7/5/21		
Grading	7/6/2021 - 7/19/2021	10	5	Grading	10 days	Tue 7/6/21	Mon 7/19/21	5/5	4 Haul Trucks, 1 excavator (158 hp), 1 scraper (367 hp), 1 grader (187 hp), 3 BobCat loaders (97 hp), 1 dozer (247 hp),
				Building Construction					
Building Construction (Site Preparation)	7/20/2021 - 9/13/2021	40	6	Underground	22 days	Tue 7/20/21	Wed 8/18/21	5/5	4 BobCat loaders (97 hp), 3 dozers (247 hp), 1 micro-pile driver (400hp)
			7	Foundations/Slab	18 days	Thu 8/19/21	Mon 9/13/21		
Building Construction	9/14/2021 - 3/22/2022	136	8	Install Structural Steel	20 days	Tue 9/14/21	Mon 10/11/21	50/50	1 Haul Truck, 1 crane (231 hp), 3 forklifts (89hp), 1 generator set (84hp), 3 BobCat loaders (97hp), 9 welders (450hp)
			9	Wood Rough Carpentry	50 days	Tue 9/14/21	Mon 11/22/21		
			10	Roof Deck	15 days	Tue 9/14/21	Mon 10/4/21		
			11	Duct Work	20 days	Tue 9/21/21	Mon 10/18/21		
			12	Overhead Plumbing	20 days	Tue 9/21/21	Mon 10/18/21		
			13	Overhead Fire	15 days	Tue 9/21/21	Mon 10/11/21		
			14	Stud Framing (walls)	30 days	Tue 10/12/21	Mon 11/22/21		
			15	Electrical Rough In	30 days	Thu 10/14/21	Wed 11/24/21		
			16	Plumbing Rough In	15 days	Tue 10/19/21	Mon 11/8/21		
			17	Ceiling Framing at	20 days	Wed 10/27/21	Tue 11/23/21		
			18	Hang Drwall-1st side	15 days	Mon 11/15/21	Fri 12/3/21		
			19	Insulation-Interior Walls	7 days	Mon 12/6/21	Tue 12/14/21		
			20	Hang Drywall-2nd Side	15 days	Wed 12/15/21	Tue 1/4/22		
			21	Install Lights in Drywall	10 days	Wed 1/5/22	Tue 1/18/22		
			22	Hang Drywall Soffits	10 days	Wed 1/19/22	Tue 2/1/22		
			23	Tape and Finish Drywall	30 days	Wed 2/2/22	Tue 3/15/22		
			24	T-Bar Grid	5 days	Wed 3/16/22	Tue 3/22/22		
			25	Exterior Plaster	40 days	Wed 12/15/21	Tue 2/8/22		
			26	Glass and Glazing	45 days	Fri 11/19/21	Thu 1/20/22		
Building Construction	3/23/2022 - 6/15/2022	61	28	Restroom Wall Tile	10 days	Wed 3/30/22	Tue 4/12/22		
			30	Install Light Fixtures- T-	3 days	Wed 3/23/22	Fri 3/25/22		
			31	Install Ceiling Tiles	3 days	Mon 3/28/22	Wed 3/30/22		
			32	Floor Tile	20 days	Wed 3/30/22	Tue 4/26/22		
			33	Carpet	20 days	Wed 3/30/22	Tue 4/26/22		
			34	Millwork	20 days	Wed 4/27/22	Tue 5/24/22		
			36	Final Clean	3 days	Wed 6/1/22	Fri 6/3/22		
			37	Punch List Work	5 days	Mon 6/6/22	Fri 6/10/22		
			38	TCO/Owner Move	3 days	Mon 6/13/22	Wed 6/15/22		
				Site Construction	**52 days**	**Tue 3/1/22**	**Wed 5/11/22**		
			40	Curb Cuts	10 days	Tue 3/1/22	Mon 3/14/22		
			41	Curbs and Gutters	10 days	Tue 3/15/22	Mon 3/28/22		
			42	Sleeving and Mainline	3 days	Tue 3/29/22	Thu 3/31/22		
			43	Finegrade and Backfill	3 days	Fri 4/1/22	Tue 4/5/22		
			44	Install Site Signs	2 days	Wed 4/6/22	Thu 4/7/22		
			45	Landscape and	15 days	Fri 4/8/22	Thu 4/28/22		
			46	Concrete	4 days	Fri 4/29/22	Wed 5/4/22		
Architectural Coating	2/9/2022-2/18/2022; 3/16/2022 -	23	27	Prime and 1st Coat of	10 days	Wed 3/16/22	Tue 3/29/22	10/10	1 crane (231hp), 1 air compressor (78hp)
			29	Paint (Exterior)	8 days	Wed 2/9/22	Fri 2/18/22		
			35	Last Coat of Paint	5 days	Wed 5/25/22	Tue 5/31/22		
Paving	5/5/2022 - 5/11/2022	5	47	Asphalt Paving	3 days	Thu 5/5/22	Mon 5/9/22	4/4	2 Haul Trucks, 2 pavers (130hp), 2 paving equipment (132hp), 2 rollers (80hp)
			48	Striping	2 days	Tue 5/10/22	Wed 5/11/22		

*This schedule does not account for rain days or dry out days.

Stay Open SD Hotel

San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	49.00	1000sqft	1.12	49,000.00	0
High Turnover (Sit Down Restaurant)	10.07	1000sqft	0.23	10,073.00	490
Motel	130.00	Room	5.85	20,927.00	294

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2025
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	415.52	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Stay Open SD Hotel - San Diego County, Summer

Project Characteristics - Construction Period: 6/2023 - 8/2024; Operational Year: 2025.
CO2 Intensity Factor adjusted based on 2009 Power Content Label (RPS) SDGE: 10% (existing), 2025 RE of 48.1%, 2030 RE of 60%, and 2045 RE of 100%.

Land Use - Assumptions: 1 Family Size room = 1 Motel room; 2 PODs = 1 Motel room.
17 Family Size rooms x 4 guests = 68 guests, equivalent of 17 Motel rooms. 226 PODs x 1 guest = 226 guests, equivalent of 113 Motel rooms.
Total of 130 Motel rooms and 294 guests for modeling purposes.

Architectural Coating - SDAPCD Rule 67.0.1, effective January 1, 2022
Parking lot striping based on 6% of parking lot area (2,940).

Construction Phase - Exact durations of construction phases.

Vehicle Trips - Chen Ryan Traffic Study: PODs: 226 ADT; Family Rooms: 153 ADT; Restaurant: 456 ADT. Total = 835 ADT.
379 ADT/130 rooms = 2.915 trips/room/day. 456 ADT/10,073 sq ft = 45.27 ADT/1000 sq ft/day.
Motel: 379 ADT x 7.6 Miles = 2880.4 daily VMT; Restaurant: 456 ADT x 4.7 miles = 2143.2 daily VMT
Total Daily VMT = 5023.6 VMT

Energy Use - Title 24 energy efficiency improvement of 2019 code above 2016 is 10.74% Electricity and 0.98% Natural Gas for commercial bldgs, per CEC
https://web.archive.org/web/20190601203553/https://www.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf

Area Coating - SDAPCD Rule 67.0.1, effective January 1, 2022

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	46,500.00	0.00
tblArchitecturalCoating	ConstArea_Parking	2,940.00	0.00
tblArchitecturalCoating	ConstArea_Parking	2,940.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100

tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	50
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblAreaCoating	Area_Parking	2940	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintParkingValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	197.00
tblConstructionPhase	NumDays	20.00	48.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	6.00
tblEnergyUse	T24E	8.23	7.35
tblEnergyUse	T24E	4.78	4.27
tblEnergyUse	T24NG	35.92	35.57
tblEnergyUse	T24NG	47.27	46.81
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.61	0.60
tblFleetMix	LDA	0.61	0.60

tblFleetMix	LDA	0.61	0.00
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.18
tblFleetMix	LDT2	0.18	0.18
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	5.3560e-003	5.4350e-003
tblFleetMix	LHD2	5.3560e-003	5.4350e-003
tblFleetMix	LHD2	5.3560e-003	0.00
tblFleetMix	MCY	5.8070e-003	5.9380e-003
tblFleetMix	MCY	5.8070e-003	5.9380e-003
tblFleetMix	MCY	5.8070e-003	0.00
tblFleetMix	MDV	0.10	0.10
tblFleetMix	MDV	0.10	0.10
tblFleetMix	MDV	0.10	0.00
tblFleetMix	MH	9.5000e-004	1.0560e-003
tblFleetMix	MH	9.5000e-004	1.0560e-003
tblFleetMix	MH	9.5000e-004	0.00
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.9280e-003	1.9340e-003
tblFleetMix	OBUS	1.9280e-003	1.9340e-003

tblFleetMix	OBUS	1.9280e-003	0.00
tblFleetMix	SBUS	7.6400e-004	7.5700e-004
tblFleetMix	SBUS	7.6400e-004	7.5700e-004
tblFleetMix	SBUS	7.6400e-004	0.00
tblFleetMix	UBUS	1.8230e-003	1.8880e-003
tblFleetMix	UBUS	1.8230e-003	1.8880e-003
tblFleetMix	UBUS	1.8230e-003	0.00
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	15.00	4.50
tblLandUse	LandUseSquareFeet	10,070.00	10,073.00
tblLandUse	LandUseSquareFeet	254,826.00	20,927.00
tblLandUse	Population	0.00	490.00
tblLandUse	Population	0.00	294.00
tblOffRoadEquipment	HorsePower	46.00	450.00
tblOffRoadEquipment	HorsePower	172.00	400.00
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	9.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	720.49	415.52
tblSolidWaste	SolidWasteGenerationRate	119.83	23.80
tblTripsAndVMT	HaulingTripNumber	83.00	47.00
tblTripsAndVMT	VendorTripNumber	13.00	5.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	34.00	100.00

tblTripsAndVMT	WorkerTripNumber	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblVehicleEF	HHD	0.55	0.59
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.66	1.74
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.30	3.37
tblVehicleEF	HHD	4,383.75	4,504.81
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.26	15.07
tblVehicleEF	HHD	1.84	1.98
tblVehicleEF	HHD	19.48	19.53
tblVehicleEF	HHD	9.1660e-003	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	8.7700e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.41	0.43

tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6000e-004	1.6100e-004
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.49	0.51
tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	0.52	0.56
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	1.21	1.27
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.10	3.17
tblVehicleEF	HHD	4,644.19	4,772.44
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.72	15.55
tblVehicleEF	HHD	1.77	1.91
tblVehicleEF	HHD	19.47	19.51
tblVehicleEF	HHD	7.7280e-003	0.01

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	7.3930e-003	9.6380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.39	0.40
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.5600e-004	1.5800e-004
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.59	0.64
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08

tblVehicleEF	HHD	2.29	2.40
tblVehicleEF	HHD	1.13	1.09
tblVehicleEF	HHD	3.38	3.46
tblVehicleEF	HHD	4,024.09	4,135.22
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	13.63	14.40
tblVehicleEF	HHD	1.83	1.98
tblVehicleEF	HHD	19.49	19.53
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.44	0.46
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6100e-004	1.6200e-004

tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.53	0.56
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	LDA	5.3610e-003	6.1170e-003
tblVehicleEF	LDA	6.3080e-003	7.4160e-003
tblVehicleEF	LDA	0.52	0.58
tblVehicleEF	LDA	1.22	1.39
tblVehicleEF	LDA	227.05	248.05
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	2.2740e-003	2.4840e-003
tblVehicleEF	LDA	5.2000e-004	5.6600e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	5.7770e-003	6.5890e-003
tblVehicleEF	LDA	5.5090e-003	6.4700e-003
tblVehicleEF	LDA	0.58	0.65
tblVehicleEF	LDA	1.01	1.15
tblVehicleEF	LDA	239.92	262.13
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.4030e-003	2.6260e-003
tblVehicleEF	LDA	5.1600e-004	5.6200e-004
tblVehicleEF	LDA	0.03	0.04

tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	5.2690e-003	6.0150e-003
tblVehicleEF	LDA	6.6340e-003	7.8030e-003
tblVehicleEF	LDA	0.51	0.56
tblVehicleEF	LDA	1.31	1.49
tblVehicleEF	LDA	224.73	245.50
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	2.2500e-003	2.4590e-003
tblVehicleEF	LDA	5.2200e-004	5.6800e-004
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDT1	8.3430e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.97	1.15
tblVehicleEF	LDT1	2.30	2.76
tblVehicleEF	LDT1	296.63	318.80
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	2.9770e-003	3.2010e-003
tblVehicleEF	LDT1	6.9500e-004	7.4400e-004
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.17	0.21
tblVehicleEF	LDT1	8.9210e-003	0.01
tblVehicleEF	LDT1	9.9040e-003	0.01
tblVehicleEF	LDT1	1.08	1.28
tblVehicleEF	LDT1	1.90	2.27
tblVehicleEF	LDT1	312.77	336.12
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.09	0.11
tblVehicleEF	LDT1	0.12	0.15
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	3.1400e-003	3.3760e-003
tblVehicleEF	LDT1	6.8700e-004	7.3600e-004
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.15	0.18
tblVehicleEF	LDT1	8.2200e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.95	1.13
tblVehicleEF	LDT1	2.47	2.97
tblVehicleEF	LDT1	293.71	315.67
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.16	0.20
tblVehicleEF	LDT1	2.9470e-003	3.1700e-003
tblVehicleEF	LDT1	6.9800e-004	7.4800e-004
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.21	0.23

tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT2	4.4500e-003	5.2450e-003
tblVehicleEF	LDT2	4.7830e-003	5.9320e-003
tblVehicleEF	LDT2	0.58	0.65
tblVehicleEF	LDT2	1.12	1.31
tblVehicleEF	LDT2	325.37	352.67
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	3.2570e-003	3.5310e-003
tblVehicleEF	LDT2	7.3100e-004	7.9000e-004
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.07	0.09

tblVehicleEF	LDT2	4.7880e-003	5.6410e-003
tblVehicleEF	LDT2	4.1690e-003	5.1630e-003
tblVehicleEF	LDT2	0.65	0.72
tblVehicleEF	LDT2	0.93	1.09
tblVehicleEF	LDT2	343.42	372.26
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	3.4380e-003	3.7270e-003
tblVehicleEF	LDT2	7.2800e-004	7.8600e-004
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	4.3760e-003	5.1590e-003

tblVehicleEF	LDT2	5.0350e-003	6.2490e-003
tblVehicleEF	LDT2	0.57	0.63
tblVehicleEF	LDT2	1.20	1.41
tblVehicleEF	LDT2	322.11	349.13
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	3.2240e-003	3.4950e-003
tblVehicleEF	LDT2	7.3300e-004	7.9200e-004
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02

tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.91	1.04
tblVehicleEF	LHD1	1.93	2.19
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.24	1.48
tblVehicleEF	LHD1	0.76	0.85
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0000e-004	3.1900e-004

tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.20	0.24
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.92	1.06
tblVehicleEF	LHD1	1.83	2.07
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.19	1.42
tblVehicleEF	LHD1	0.72	0.81
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004

tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.18	0.21
tblVehicleEF	LHD1	6.4300e-003	6.5770e-003
tblVehicleEF	LHD1	2.9800e-004	3.1700e-004
tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.20	0.23
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.90	1.04
tblVehicleEF	LHD1	1.98	2.25
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.23	1.48

tblVehicleEF	LHD1	0.78	0.87
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0100e-004	3.2000e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.21	0.24
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4490e-003	7.3190e-003

tblVehicleEF	LHD2	5.1260e-003	6.3840e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.56
tblVehicleEF	LHD2	0.98	1.07
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.58	0.80
tblVehicleEF	LHD2	0.38	0.44
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003

tblVehicleEF	LHD2	2.4900e-004	2.5900e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.5040e-003	7.3940e-003
tblVehicleEF	LHD2	4.9370e-003	6.1320e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.56
tblVehicleEF	LHD2	0.93	1.02
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.55	0.77
tblVehicleEF	LHD2	0.36	0.42
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.4800e-004	2.5800e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4250e-003	7.2860e-003
tblVehicleEF	LHD2	5.2110e-003	6.4980e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.55
tblVehicleEF	LHD2	1.00	1.10
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94

tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.57	0.79
tblVehicleEF	LHD2	0.38	0.45
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.5000e-004	2.5900e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.06	0.07

tblVehicleEF	LHD2	0.08	0.10
tblVehicleEF	MCY	0.49	0.49
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.57	20.15
tblVehicleEF	MCY	9.77	9.73
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.15	1.16
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.08	2.10
tblVehicleEF	MCY	2.2230e-003	2.2260e-003
tblVehicleEF	MCY	6.6800e-004	6.7500e-004
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.96	2.99
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.26	2.29

tblVehicleEF	MCY	0.48	0.47
tblVehicleEF	MCY	0.13	0.13
tblVehicleEF	MCY	18.67	19.19
tblVehicleEF	MCY	8.79	8.77
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.04	1.04
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.31	2.34
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.2070e-003	2.2080e-003
tblVehicleEF	MCY	6.4400e-004	6.5100e-004
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.88	2.90
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.98	1.99
tblVehicleEF	MCY	0.50	0.49

tblVehicleEF	MCY	0.16	0.16
tblVehicleEF	MCY	20.20	20.81
tblVehicleEF	MCY	10.27	10.22
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.32	0.32
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	2.42	2.45
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.20	2.23
tblVehicleEF	MCY	2.2340e-003	2.2370e-003
tblVehicleEF	MCY	6.8000e-004	6.8700e-004
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	3.01	3.04
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.40	2.43
tblVehicleEF	MDV	7.1580e-003	8.8620e-003
tblVehicleEF	MDV	0.01	0.01

tblVehicleEF	MDV	0.79	0.94
tblVehicleEF	MDV	1.90	2.31
tblVehicleEF	MDV	437.69	472.46
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.13	0.17
tblVehicleEF	MDV	4.3780e-003	4.7270e-003
tblVehicleEF	MDV	9.8400e-004	1.0600e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	7.6910e-003	9.5090e-003
tblVehicleEF	MDV	8.7100e-003	0.01
tblVehicleEF	MDV	0.88	1.04

tblVehicleEF	MDV	1.57	1.92
tblVehicleEF	MDV	461.33	498.02
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	4.6150e-003	4.9840e-003
tblVehicleEF	MDV	9.7900e-004	1.0530e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.13	0.16
tblVehicleEF	MDV	7.0430e-003	8.7270e-003
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.77	0.92
tblVehicleEF	MDV	2.04	2.49

tblVehicleEF	MDV	433.41	467.83
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.17	0.21
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.14	0.18
tblVehicleEF	MDV	4.3350e-003	4.6810e-003
tblVehicleEF	MDV	9.8700e-004	1.0630e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.97	2.63
tblVehicleEF	MH	5.30	5.98
tblVehicleEF	MH	1,220.37	1,229.84

tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.81	0.88
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.31	0.35
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8400e-004	7.0300e-004
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.04	2.72
tblVehicleEF	MH	4.96	5.59

tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.27	1.42
tblVehicleEF	MH	0.77	0.83
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.7900e-004	6.9700e-004
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.13	0.17
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.95	2.60

tblVehicleEF	MH	5.47	6.17
tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.83	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8700e-004	7.0700e-004
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.35	0.39
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.5130e-003	4.2710e-003

tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.32	0.33
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.42	5.31
tblVehicleEF	MHD	145.26	143.80
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.41	0.42
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.13	11.05
tblVehicleEF	MHD	1.2100e-004	1.5900e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.1600e-004	1.5200e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.3970e-003	1.3830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2600e-004	6.5600e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004

tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.29	0.35
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	3.5560e-003	4.3360e-003
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.24	0.24
tblVehicleEF	MHD	0.30	0.35
tblVehicleEF	MHD	4.16	4.99
tblVehicleEF	MHD	153.86	152.31
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.42	0.43
tblVehicleEF	MHD	1.08	1.10
tblVehicleEF	MHD	11.09	11.01
tblVehicleEF	MHD	1.0200e-004	1.3400e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	9.8000e-005	1.2800e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02

tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.25	0.30
tblVehicleEF	MHD	1.4780e-003	1.4640e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2100e-004	6.5100e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.4940e-003	4.2430e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.45	0.46
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.54	5.46
tblVehicleEF	MHD	133.37	132.03
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.39	0.40
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.14	11.07
tblVehicleEF	MHD	1.4700e-004	1.9400e-004

tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.4100e-004	1.8500e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.2850e-003	1.2720e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2800e-004	6.5900e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.30	0.36
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.5240e-003	9.2660e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.25	0.25
tblVehicleEF	OBUS	0.50	0.60

tblVehicleEF	OBUS	5.17	5.69
tblVehicleEF	OBUS	98.68	97.15
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.14	2.24
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.32	0.35
tblVehicleEF	OBUS	9.5400e-004	9.3900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7600e-004	7.9000e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	0.35	0.39
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6820e-003	9.4730e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.24	0.24
tblVehicleEF	OBUS	0.51	0.61
tblVehicleEF	OBUS	4.84	5.32
tblVehicleEF	OBUS	103.55	101.91
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.21
tblVehicleEF	OBUS	0.83	0.81
tblVehicleEF	OBUS	2.10	2.19
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	1.6000e-005	1.5000e-005
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	1.0000e-003	9.8400e-004
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	7.7000e-004	7.8300e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.34	0.37
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.4540e-003	9.1750e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.26	0.26
tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	5.33	5.86
tblVehicleEF	OBUS	91.97	90.56
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.20	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.16	2.26
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03

tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.33	0.36
tblVehicleEF	OBUS	8.9000e-004	8.7600e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9200e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.76	6.51
tblVehicleEF	SBUS	0.79	0.93
tblVehicleEF	SBUS	6.62	7.02
tblVehicleEF	SBUS	1,171.94	1,202.36
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.45	9.97
tblVehicleEF	SBUS	3.36	4.09
tblVehicleEF	SBUS	13.61	14.11
tblVehicleEF	SBUS	7.0190e-003	9.4890e-003

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	6.7150e-003	9.0780e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.80	0.78
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.34	0.36
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.6800e-004	5.5000e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.37	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.06	0.07

tblVehicleEF	SBUS	6.65	6.39
tblVehicleEF	SBUS	0.81	0.95
tblVehicleEF	SBUS	5.18	5.49
tblVehicleEF	SBUS	1,228.28	1,261.22
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.72	10.29
tblVehicleEF	SBUS	3.24	3.94
tblVehicleEF	SBUS	13.58	14.07
tblVehicleEF	SBUS	5.9170e-003	7.9990e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	5.6610e-003	7.6530e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.80	0.77
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.29	0.31
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.4300e-004	5.2400e-004

tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.15	1.11
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.32	0.34
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.91	6.68
tblVehicleEF	SBUS	0.78	0.92
tblVehicleEF	SBUS	7.34	7.78
tblVehicleEF	SBUS	1,094.13	1,121.06
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.08	9.53
tblVehicleEF	SBUS	3.35	4.07
tblVehicleEF	SBUS	13.63	14.12
tblVehicleEF	SBUS	8.5400e-003	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	8.1710e-003	0.01
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004

tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.81	0.78
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.36	0.38
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.8000e-004	5.6300e-004
tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.39	0.41
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.84	7.41
tblVehicleEF	UBUS	7.28	7.16
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.86	6.89
tblVehicleEF	UBUS	13.53	13.92
tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11

tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3510e-003	1.2970e-003
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	1.97	2.24
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.71	0.69
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	6.85	7.43
tblVehicleEF	UBUS	6.21	6.11
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.65	6.64
tblVehicleEF	UBUS	13.47	13.86
tblVehicleEF	UBUS	0.55	0.57

tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.59	0.58
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3320e-003	1.2790e-003
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	1.98	2.24
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.83	7.41
tblVehicleEF	UBUS	7.75	7.63
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.83	6.85
tblVehicleEF	UBUS	13.56	13.94

tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	0.42	0.51
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.68	0.66
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3590e-003	1.3050e-003
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	1.97	2.23
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.74	0.72
tblVehicleTrips	CC_TL	7.30	4.70
tblVehicleTrips	CC_TL	7.30	7.60
tblVehicleTrips	CNW_TL	7.30	4.70
tblVehicleTrips	CNW_TL	7.30	7.60
tblVehicleTrips	CW_TL	9.50	4.70
tblVehicleTrips	CW_TL	9.50	7.60
tblVehicleTrips	ST_TR	158.37	45.27

tblVehicleTrips	ST_TR	5.63	2.92
tblVehicleTrips	SU_TR	131.84	45.27
tblVehicleTrips	SU_TR	5.63	2.92
tblVehicleTrips	WD_TR	127.15	45.27
tblVehicleTrips	WD_TR	5.63	2.92
tblWater	IndoorWaterUseRate	3,056,584.48	607,067.42
tblWater	OutdoorWaterUseRate	195,101.14	38,748.98

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	8.5111	72.0140	57.0351	0.1934	19.1839	3.1663	22.3503	10.1094	2.9233	13.0327	0.0000	21,454.5071	21,454.5071	3.6736	0.0000	21,484.6752
2024	47.3030	60.1144	66.8401	0.2203	1.0196	2.2915	3.2126	0.2712	2.2134	2.4584	0.0000	24,042.1786	24,042.1786	1.9891	0.0000	24,091.9063
Maximum	**47.3030**	**72.0140**	**66.8401**	**0.2203**	**19.1839**	**3.1663**	**22.3503**	**10.1094**	**2.9233**	**13.0327**	**0.0000**	**24,042.1786**	**24,042.1786**	**3.6736**	**0.0000**	**24,091.9063**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	8.5111	72.0140	57.0351	0.1934	19.1839	3.1663	22.3503	10.1094	2.9233	13.0327	0.0000	21,454.5071	21,454.5071	3.6736	0.0000	21,484.6752
2024	47.3030	60.1144	66.8401	0.2203	1.0196	2.2915	3.2126	0.2712	2.2134	2.4584	0.0000	24,042.1786	24,042.1786	1.9891	0.0000	24,091.9063
Maximum	**47.3030**	**72.0140**	**66.8401**	**0.2203**	**19.1839**	**3.1663**	**22.3503**	**10.1094**	**2.9233**	**13.0327**	**0.0000**	**24,042.1786**	**24,042.1786**	**3.6736**	**0.0000**	**24,091.9063**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Energy	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233
Mobile	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.7004	2,688.7004	0.1468		2,692.3706
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.8022**	**4.0943**	**8.9295**	**0.0312**	**2.2137**	**0.0813**	**2.2950**	**0.5916**	**0.0799**	**0.6715**		**3,644.3862**	**3,644.3862**	**0.1652**	**0.0175**	**3,653.7380**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Energy	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233
Mobile	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.7004	2,688.7004	0.1468		2,692.3706
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.8022**	**4.0943**	**8.9295**	**0.0312**	**2.2137**	**0.0813**	**2.2950**	**0.5916**	**0.0799**	**0.6715**		**3,644.3862**	**3,644.3862**	**0.1652**	**0.0175**	**3,653.7380**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Stay Open SD Hotel - San Diego County, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/3/2023	8/9/2023	5	48	
2	Prelim Bldg Const (Site Preparation)	Site Preparation	7/6/2023	7/19/2023	5	10	
3	Grading	Grading	7/20/2023	9/13/2023	5	40	
4	Building Construction	Building Construction	9/14/2023	6/15/2024	5	197	
5	Paving	Paving	2/9/2024	2/18/2024	5	6	
6	Prime and 1st Coat of Paint	Architectural Coating	3/16/2024	3/29/2024	5	10	
7	Paint (Exterior)	Architectural Coating	5/5/2024	5/11/2024	5	5	
8	Last Coat of Paint	Architectural Coating	5/25/2024	5/31/2024	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,500; Non-Residential Outdoor: 15,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.37
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Prelim Bldg Const (Site Preparation)	Graders	1	8.00	187	0.41
Prelim Bldg Const (Site Preparation)	Other Construction Equipment	1	8.00	400	0.42
Prelim Bldg Const (Site Preparation)	Rubber Tired Dozers	3	8.00	247	0.40
Prelim Bldg Const (Site Preparation)	Scrapers	1	8.00	367	0.48

Prelim Bldg Const (Site Preparation)	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	9	8.00	450	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Prime and 1st Coat of Paint	Air Compressors	1	6.00	78	0.48
Prime and 1st Coat of Paint	Cranes	1	7.00	231	0.29
Paint (Exterior)	Air Compressors	1	6.00	78	0.48
Paint (Exterior)	Cranes	1	7.00	231	0.29
Last Coat of Paint	Air Compressors	1	6.00	78	0.48
Last Coat of Paint	Cranes	1	7.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	9	20.00	0.00	47.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prelim Bldg Const (Site Preparation)	10	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	7	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	17	100.00	5.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prime and 1st Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paint (Exterior)	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Last Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3769	0.0000	0.3769	0.0571	0.0000	0.0571			0.0000			0.0000
Off-Road	2.7083	25.9692	26.0801	0.0478		1.2190	1.2190		1.1317	1.1317		4,612.2315	4,612.2315	1.3292		4,645.4617
Total	**2.7083**	**25.9692**	**26.0801**	**0.0478**	**0.3769**	**1.2190**	**1.5959**	**0.0571**	**1.1317**	**1.1888**		**4,612.2315**	**4,612.2315**	**1.3292**		**4,645.4617**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.8800e-003	0.1584	0.0575	7.2000e-004	0.0171	2.9000e-004	0.0174	4.6900e-003	2.8000e-004	4.9700e-003		78.9538	78.9538	6.9300e-003		79.1270
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0619	0.0374	0.4582	1.5100e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		150.9134	150.9134	3.9000e-003		151.0109
Total	**0.0668**	**0.1958**	**0.5157**	**2.2300e-003**	**0.1814**	**1.3800e-003**	**0.1828**	**0.0483**	**1.2800e-003**	**0.0496**		**229.8672**	**229.8672**	**0.0108**		**230.1380**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3769	0.0000	0.3769	0.0571	0.0000	0.0571			0.0000			0.0000
Off-Road	2.7083	25.9692	26.0801	0.0478		1.2190	1.2190		1.1317	1.1317	0.0000	4,612.2315	4,612.2315	1.3292		4,645.4617
Total	**2.7083**	**25.9692**	**26.0801**	**0.0478**	**0.3769**	**1.2190**	**1.5959**	**0.0571**	**1.1317**	**1.1888**	**0.0000**	**4,612.2315**	**4,612.2315**	**1.3292**		**4,645.4617**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.8800e-003	0.1584	0.0575	7.2000e-004	0.0171	2.9000e-004	0.0174	4.6900e-003	2.8000e-004	4.9700e-003		78.9538	78.9538	6.9300e-003		79.1270
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0619	0.0374	0.4582	1.5100e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		150.9134	150.9134	3.9000e-003		151.0109
Total	**0.0668**	**0.1958**	**0.5157**	**2.2300e-003**	**0.1814**	**1.3800e-003**	**0.1828**	**0.0483**	**1.2800e-003**	**0.0496**		**229.8672**	**229.8672**	**0.0108**		**230.1380**

3.3 Prelim Bldg Const (Site Preparation) - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.5435	0.0000	18.5435	9.9822	0.0000	9.9822			0.0000			0.0000
Off-Road	4.3641	45.8304	30.2102	0.0745		1.9454	1.9454		1.7898	1.7898		7,209.2335	7,209.2335	2.3316		7,267.5238
Total	**4.3641**	**45.8304**	**30.2102**	**0.0745**	**18.5435**	**1.9454**	**20.4889**	**9.9822**	**1.7898**	**11.7720**		**7,209.2335**	**7,209.2335**	**2.3316**		**7,267.5238**

3.3 Prelim Bldg Const (Site Preparation) - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.5435	0.0000	18.5435	9.9822	0.0000	9.9822			0.0000			0.0000
Off-Road	4.3641	45.8304	30.2102	0.0745		1.9454	1.9454		1.7898	1.7898	0.0000	7,209.2335	7,209.2335	2.3316		7,267.5238
Total	**4.3641**	**45.8304**	**30.2102**	**0.0745**	**18.5435**	**1.9454**	**20.4889**	**9.9822**	**1.7898**	**11.7720**	**0.0000**	**7,209.2335**	**7,209.2335**	**2.3316**		**7,267.5238**

3.3 Prelim Bldg Const (Site Preparation) - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1016	0.0000	6.1016	3.3188	0.0000	3.3188			0.0000			0.0000
Off-Road	2.5076	26.3008	21.0592	0.0451		1.1037	1.1037		1.0154	1.0154		4,369.1411	4,369.1411	1.4131		4,404.4679
Total	**2.5076**	**26.3008**	**21.0592**	**0.0451**	**6.1016**	**1.1037**	**7.2053**	**3.3188**	**1.0154**	**4.3342**		**4,369.1411**	**4,369.1411**	**1.4131**		**4,404.4679**

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1016	0.0000	6.1016	3.3188	0.0000	3.3188			0.0000			0.0000
Off-Road	2.5076	26.3008	21.0592	0.0451		1.1037	1.1037		1.0154	1.0154	0.0000	4,369.1411	4,369.1411	1.4131		4,404.4679
Total	**2.5076**	**26.3008**	**21.0592**	**0.0451**	**6.1016**	**1.1037**	**7.2053**	**3.3188**	**1.0154**	**4.3342**	**0.0000**	**4,369.1411**	**4,369.1411**	**1.4131**		**4,404.4679**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0310	0.0187	0.2291	7.6000e-004	0.0822	5.4000e-004	0.0827	0.0218	5.0000e-004	0.0223		75.4567	75.4567	1.9500e-003		75.5055
Total	**0.0310**	**0.0187**	**0.2291**	**7.6000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**5.0000e-004**	**0.0223**		**75.4567**	**75.4567**	**1.9500e-003**		**75.5055**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	8.1907	54.0373	47.3731	0.1845		1.9724	1.9724		1.9329	1.9329		20,559.2815	20,559.2815	1.1780		20,588.7310
Total	**8.1907**	**54.0373**	**47.3731**	**0.1845**		**1.9724**	**1.9724**		**1.9329**	**1.9329**		**20,559.2815**	**20,559.2815**	**1.1780**		**20,588.7310**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0108	0.3788	0.1126	1.3000e-003	0.0339	4.5000e-004	0.0343	9.7400e-003	4.3000e-004	0.0102		140.6585	140.6585	9.2400e-003		140.8895
Worker	0.3096	0.1871	2.2911	7.5700e-003	0.8215	5.4400e-003	0.8269	0.2179	5.0100e-003	0.2229		754.5671	754.5671	0.0195		755.0547
Total	**0.3205**	**0.5659**	**2.4037**	**8.8700e-003**	**0.8553**	**5.8900e-003**	**0.8612**	**0.2276**	**5.4400e-003**	**0.2331**		**895.2256**	**895.2256**	**0.0287**		**895.9442**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	8.1907	54.0373	47.3731	0.1845		1.9724	1.9724		1.9329	1.9329	0.0000	20,559.2815	20,559.2815	1.1780		20,588.7310
Total	**8.1907**	**54.0373**	**47.3731**	**0.1845**		**1.9724**	**1.9724**		**1.9329**	**1.9329**	**0.0000**	**20,559.2815**	**20,559.2815**	**1.1780**		**20,588.7310**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0108	0.3788	0.1126	1.3000e-003	0.0339	4.5000e-004	0.0343	9.7400e-003	4.3000e-004	0.0102		140.6585	140.6585	9.2400e-003		140.8895
Worker	0.3096	0.1871	2.2911	7.5700e-003	0.8215	5.4400e-003	0.8269	0.2179	5.0100e-003	0.2229		754.5671	754.5671	0.0195		755.0547
Total	**0.3205**	**0.5659**	**2.4037**	**8.8700e-003**	**0.8553**	**5.8900e-003**	**0.8612**	**0.2276**	**5.4400e-003**	**0.2331**		**895.2256**	**895.2256**	**0.0287**		**895.9442**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.8219	48.2145	47.2479	0.1845		1.7360	1.7360		1.7011	1.7011		20,559.7705	20,559.7705	1.1438		20,588.3655
Total	**7.8219**	**48.2145**	**47.2479**	**0.1845**		**1.7360**	**1.7360**		**1.7011**	**1.7011**		**20,559.7705**	**20,559.7705**	**1.1438**		**20,588.3655**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0105	0.3735	0.1091	1.2900e-003	0.0339	4.4000e-004	0.0343	9.7400e-003	4.2000e-004	0.0102		139.7538	139.7538	9.1300e-003		139.9821
Worker	0.2941	0.1717	2.1421	7.2700e-003	0.8215	5.3400e-003	0.8268	0.2179	4.9200e-003	0.2228		724.8371	724.8371	0.0179		725.2854
Total	**0.3045**	**0.5452**	**2.2512**	**8.5600e-003**	**0.8553**	**5.7800e-003**	**0.8611**	**0.2276**	**5.3400e-003**	**0.2330**		**864.5909**	**864.5909**	**0.0271**		**865.2675**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.8219	48.2145	47.2479	0.1845		1.7360	1.7360		1.7011	1.7011	0.0000	20,559.7704	20,559.7704	1.1438		20,588.3655
Total	**7.8219**	**48.2145**	**47.2479**	**0.1845**		**1.7360**	**1.7360**		**1.7011**	**1.7011**	**0.0000**	**20,559.7704**	**20,559.7704**	**1.1438**		**20,588.3655**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0105	0.3735	0.1091	1.2900e-003	0.0339	4.4000e-004	0.0343	9.7400e-003	4.2000e-004	0.0102		139.7538	139.7538	9.1300e-003		139.9821
Worker	0.2941	0.1717	2.1421	7.2700e-003	0.8215	5.3400e-003	0.8268	0.2179	4.9200e-003	0.2228		724.8371	724.8371	0.0179		725.2854
Total	**0.3045**	**0.5452**	**2.2512**	**8.5600e-003**	**0.8553**	**5.7800e-003**	**0.8611**	**0.2276**	**5.3400e-003**	**0.2330**		**864.5909**	**864.5909**	**0.0271**		**865.2675**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1908	11.3410	17.1697	0.0266		0.5493	0.5493		0.5065	0.5065		2,559.8303	2,559.8303	0.8168		2,580.2504
Paving	0.4891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6799**	**11.3410**	**17.1697**	**0.0266**		**0.5493**	**0.5493**		**0.5065**	**0.5065**		**2,559.8303**	**2,559.8303**	**0.8168**		**2,580.2504**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0235	0.0137	0.1714	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	3.9000e-004	0.0178		57.9870	57.9870	1.4300e-003		58.0228
Total	**0.0235**	**0.0137**	**0.1714**	**5.8000e-004**	**0.0657**	**4.3000e-004**	**0.0662**	**0.0174**	**3.9000e-004**	**0.0178**		**57.9870**	**57.9870**	**1.4300e-003**		**58.0228**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1908	11.3410	17.1697	0.0266		0.5493	0.5493		0.5065	0.5065	0.0000	2,559.8303	2,559.8303	0.8168		2,580.2504
Paving	0.4891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6799**	**11.3410**	**17.1697**	**0.0266**		**0.5493**	**0.5493**		**0.5065**	**0.5065**	**0.0000**	**2,559.8303**	**2,559.8303**	**0.8168**		**2,580.2504**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0235	0.0137	0.1714	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	3.9000e-004	0.0178		57.9870	57.9870	1.4300e-003		58.0228
Total	**0.0235**	**0.0137**	**0.1714**	**5.8000e-004**	**0.0657**	**4.3000e-004**	**0.0662**	**0.0174**	**3.9000e-004**	**0.0178**		**57.9870**	**57.9870**	**1.4300e-003**		**58.0228**

3.7 Prime and 1st Coat of Paint - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783		770.4045	770.4045	0.1740		774.7541
Total	**18.4317**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**		**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.7 Prime and 1st Coat of Paint - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783	0.0000	770.4045	770.4045	0.1740		774.7541
Total	**18.4317**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**	**0.0000**	**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.7 Prime and 1st Coat of Paint - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

3.8 Paint (Exterior) - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.3685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783		770.4045	770.4045	0.1740		774.7541
Total	**14.8396**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**		**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.8 Paint (Exterior) - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.3685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783	0.0000	770.4045	770.4045	0.1740		774.7541
Total	**14.8396**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**	**0.0000**	**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.8 Paint (Exterior) - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

3.9 Last Coat of Paint - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.6466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783		770.4045	770.4045	0.1740		774.7541
Total	**39.1177**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**		**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.9 Last Coat of Paint - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.6466					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4711	4.2851	3.3630	8.0200e-003		0.1885	0.1885		0.1783	0.1783	0.0000	770.4045	770.4045	0.1740		774.7541
Total	**39.1177**	**4.2851**	**3.3630**	**8.0200e-003**		**0.1885**	**0.1885**		**0.1783**	**0.1783**	**0.0000**	**770.4045**	**770.4045**	**0.1740**		**774.7541**

3.9 Last Coat of Paint - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0343	0.4284	1.4500e-003	0.1643	1.0700e-003	0.1654	0.0436	9.8000e-004	0.0446		144.9674	144.9674	3.5900e-003		145.0571
Total	**0.0588**	**0.0343**	**0.4284**	**1.4500e-003**	**0.1643**	**1.0700e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**144.9674**	**144.9674**	**3.5900e-003**		**145.0571**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.7004	2,688.7004	0.1468		2,692.3706
Unmitigated	0.9829	3.2977	8.2413	0.0264	2.2137	0.0207	2.2344	0.5916	0.0193	0.6109		2,688.7004	2,688.7004	0.1468		2,692.3706

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	455.87	455.87	455.87	334,693	334,693
Motel	379.60	379.60	379.60	709,387	709,387
Parking Lot	0.00	0.00	0.00		
Total	835.47	835.47	835.47	1,044,081	1,044,081

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	4.70	4.70	4.70	8.50	72.50	19.00	37	20	43
Motel	7.60	7.60	7.60	19.00	62.00	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Motel	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233
NaturalGas Unmitigated	0.0876	0.7964	0.6690	4.7800e-003		0.0605	0.0605		0.0605	0.0605		955.6444	955.6444	0.0183	0.0175	961.3233

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	4802.75	0.0518	0.4709	0.3955	2.8300e-003		0.0358	0.0358		0.0358	0.0358		565.0296	565.0296	0.0108	0.0104	568.3872
Motel	3320.23	0.0358	0.3255	0.2734	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.6149	390.6149	7.4900e-003	7.1600e-003	392.9361
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0876**	**0.7964**	**0.6690**	**4.7800e-003**		**0.0605**	**0.0605**		**0.0605**	**0.0605**		**955.6444**	**955.6444**	**0.0183**	**0.0175**	**961.3233**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	4.80275	0.0518	0.4709	0.3955	2.8300e-003		0.0358	0.0358		0.0358	0.0358		565.0296	565.0296	0.0108	0.0104	568.3872
Motel	3.32023	0.0358	0.3255	0.2734	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.6149	390.6149	7.4900e-003	7.1600e-003	392.9361
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0876**	**0.7964**	**0.6690**	**4.7800e-003**		**0.0605**	**0.0605**		**0.0605**	**0.0605**		**955.6444**	**955.6444**	**0.0183**	**0.0175**	**961.3233**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Unmitigated	0.7317	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7700e-003	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Total	**0.7317**	**1.7000e-004**	**0.0193**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0414**	**0.0414**	**1.1000e-004**		**0.0441**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7700e-003	1.7000e-004	0.0193	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0414	0.0414	1.1000e-004		0.0441
Total	**0.7317**	**1.7000e-004**	**0.0193**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0414**	**0.0414**	**1.1000e-004**		**0.0441**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	25	11	0.73	Diesel
Fire Pump	1	0	25	11	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	1	0	0	250	CNG

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Boiler - CNG (75 - 9999 MMBTU)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Emergency Generator - Diesel (11 - 25 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Fire Pump - Diesel (11 - 25 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

11.0 Vegetation

Stay Open SD Hotel

San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	49.00	1000sqft	1.12	49,000.00	0
High Turnover (Sit Down Restaurant)	10.07	1000sqft	0.23	10,073.00	490
Motel	130.00	Room	5.85	20,927.00	294

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2025
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	415.52	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Stay Open SD Hotel - San Diego County, Annual

Project Characteristics - Construction Period: 6/2023 - 8/2024; Operational Year: 2025.
CO2 Intensity Factor adjusted based on 2009 Power Content Label (RPS) SDGE: 10% (existing), 2025 RE of 48.1%, 2030 RE of 60%, and 2045 RE of 100%.

Land Use - Assumptions: 1 Family Size room = 1 Motel room; 2 PODs = 1 Motel room.
17 Family Size rooms x 4 guests = 68 guests, equivalent of 17 Motel rooms. 226 PODs x 1 guest = 226 guests, equivalent of 113 Motel rooms.
Total of 130 Motel rooms and 294 guests for modeling purposes.

Architectural Coating - SDAPCD Rule 67.0.1, effective January 1, 2022
Parking lot striping based on 6% of parking lot area (2,940).

Construction Phase - Exact durations of construction phases.

Vehicle Trips - Chen Ryan Traffic Study: PODs: 226 ADT; Family Rooms: 153 ADT; Restaurant: 456 ADT. Total = 835 ADT.
379 ADT/130 rooms = 2.915 trips/room/day. 456 ADT/10,073 sq ft = 45.27 ADT/1000 sq ft/day.
Motel: 379 ADT x 7.6 Miles = 2880.4 daily VMT; Restaurant: 456 ADT x 4.7 miles = 2143.2 daily VMT
Total Daily VMT = 5023.6 VMT

Energy Use - Title 24 energy efficiency improvement of 2019 code above 2016 is 10.74% Electricity and 0.98% Natural Gas for commercial bldgs, per CEC
https://web.archive.org/web/20190601203553/https://www.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf

Area Coating - SDAPCD Rule 67.0.1, effective January 1, 2022

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	46,500.00	0.00
tblArchitecturalCoating	ConstArea_Parking	2,940.00	0.00
tblArchitecturalCoating	ConstArea_Parking	2,940.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100

tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	50
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblAreaCoating	Area_Parking	2940	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintParkingValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	197.00
tblConstructionPhase	NumDays	20.00	48.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	6.00
tblEnergyUse	T24E	8.23	7.35
tblEnergyUse	T24E	4.78	4.27
tblEnergyUse	T24NG	35.92	35.57
tblEnergyUse	T24NG	47.27	46.81
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.61	0.60
tblFleetMix	LDA	0.61	0.60

tblFleetMix	LDA	0.61	0.00
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.18
tblFleetMix	LDT2	0.18	0.18
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	5.3560e-003	5.4350e-003
tblFleetMix	LHD2	5.3560e-003	5.4350e-003
tblFleetMix	LHD2	5.3560e-003	0.00
tblFleetMix	MCY	5.8070e-003	5.9380e-003
tblFleetMix	MCY	5.8070e-003	5.9380e-003
tblFleetMix	MCY	5.8070e-003	0.00
tblFleetMix	MDV	0.10	0.10
tblFleetMix	MDV	0.10	0.10
tblFleetMix	MDV	0.10	0.00
tblFleetMix	MH	9.5000e-004	1.0560e-003
tblFleetMix	MH	9.5000e-004	1.0560e-003
tblFleetMix	MH	9.5000e-004	0.00
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.9280e-003	1.9340e-003
tblFleetMix	OBUS	1.9280e-003	1.9340e-003

tblFleetMix	OBUS	1.9280e-003	0.00
tblFleetMix	SBUS	7.6400e-004	7.5700e-004
tblFleetMix	SBUS	7.6400e-004	7.5700e-004
tblFleetMix	SBUS	7.6400e-004	0.00
tblFleetMix	UBUS	1.8230e-003	1.8880e-003
tblFleetMix	UBUS	1.8230e-003	1.8880e-003
tblFleetMix	UBUS	1.8230e-003	0.00
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	15.00	4.50
tblLandUse	LandUseSquareFeet	10,070.00	10,073.00
tblLandUse	LandUseSquareFeet	254,826.00	20,927.00
tblLandUse	Population	0.00	490.00
tblLandUse	Population	0.00	294.00
tblOffRoadEquipment	HorsePower	46.00	450.00
tblOffRoadEquipment	HorsePower	172.00	400.00
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	9.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	720.49	415.52
tblSolidWaste	SolidWasteGenerationRate	119.83	23.80
tblTripsAndVMT	HaulingTripNumber	83.00	47.00
tblTripsAndVMT	VendorTripNumber	13.00	5.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00
tblTripsAndVMT	WorkerTripNumber	25.00	10.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	34.00	100.00

tblTripsAndVMT	WorkerTripNumber	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblVehicleEF	HHD	0.55	0.59
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.66	1.74
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.30	3.37
tblVehicleEF	HHD	4,383.75	4,504.81
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.26	15.07
tblVehicleEF	HHD	1.84	1.98
tblVehicleEF	HHD	19.48	19.53
tblVehicleEF	HHD	9.1660e-003	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	8.7700e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.41	0.43

tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6000e-004	1.6100e-004
tblVehicleEF	HHD	7.8000e-005	8.7000e-005
tblVehicleEF	HHD	4.1200e-003	4.6540e-003
tblVehicleEF	HHD	0.49	0.51
tblVehicleEF	HHD	7.4000e-005	8.2000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.5800e-004	4.1600e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	0.52	0.56
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	1.21	1.27
tblVehicleEF	HHD	1.14	1.10
tblVehicleEF	HHD	3.10	3.17
tblVehicleEF	HHD	4,644.19	4,772.44
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	14.72	15.55
tblVehicleEF	HHD	1.77	1.91
tblVehicleEF	HHD	19.47	19.51
tblVehicleEF	HHD	7.7280e-003	0.01

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	7.3930e-003	9.6380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.39	0.40
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.5600e-004	1.5800e-004
tblVehicleEF	HHD	1.1500e-004	1.3000e-004
tblVehicleEF	HHD	4.2530e-003	4.8050e-003
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.2700e-004	1.4300e-004
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.4300e-004	4.0200e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.59	0.64
tblVehicleEF	HHD	0.13	0.13
tblVehicleEF	HHD	0.07	0.08

tblVehicleEF	HHD	2.29	2.40
tblVehicleEF	HHD	1.13	1.09
tblVehicleEF	HHD	3.38	3.46
tblVehicleEF	HHD	4,024.09	4,135.22
tblVehicleEF	HHD	1,563.29	1,581.68
tblVehicleEF	HHD	10.57	10.55
tblVehicleEF	HHD	13.63	14.40
tblVehicleEF	HHD	1.83	1.98
tblVehicleEF	HHD	19.49	19.53
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.0460e-003	6.2470e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8110e-003	8.8120e-003
tblVehicleEF	HHD	5.7840e-003	5.9770e-003
tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.44	0.46
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.07	0.09
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6100e-004	1.6200e-004

tblVehicleEF	HHD	6.7000e-005	7.5000e-005
tblVehicleEF	HHD	4.4050e-003	5.0550e-003
tblVehicleEF	HHD	0.53	0.56
tblVehicleEF	HHD	6.5000e-005	7.1000e-005
tblVehicleEF	HHD	0.23	0.22
tblVehicleEF	HHD	3.9900e-004	4.6000e-004
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	LDA	5.3610e-003	6.1170e-003
tblVehicleEF	LDA	6.3080e-003	7.4160e-003
tblVehicleEF	LDA	0.52	0.58
tblVehicleEF	LDA	1.22	1.39
tblVehicleEF	LDA	227.05	248.05
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	2.2740e-003	2.4840e-003
tblVehicleEF	LDA	5.2000e-004	5.6600e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	5.7770e-003	6.5890e-003
tblVehicleEF	LDA	5.5090e-003	6.4700e-003
tblVehicleEF	LDA	0.58	0.65
tblVehicleEF	LDA	1.01	1.15
tblVehicleEF	LDA	239.92	262.13
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.4030e-003	2.6260e-003
tblVehicleEF	LDA	5.1600e-004	5.6200e-004
tblVehicleEF	LDA	0.03	0.04

tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	5.2690e-003	6.0150e-003
tblVehicleEF	LDA	6.6340e-003	7.8030e-003
tblVehicleEF	LDA	0.51	0.56
tblVehicleEF	LDA	1.31	1.49
tblVehicleEF	LDA	224.73	245.50
tblVehicleEF	LDA	49.89	54.17
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	1.7720e-003	1.8380e-003
tblVehicleEF	LDA	2.2510e-003	2.2710e-003
tblVehicleEF	LDA	1.6320e-003	1.6940e-003
tblVehicleEF	LDA	2.0700e-003	2.0880e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	2.2500e-003	2.4590e-003
tblVehicleEF	LDA	5.2200e-004	5.6800e-004
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.08	0.09

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDT1	8.3430e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.97	1.15
tblVehicleEF	LDT1	2.30	2.76
tblVehicleEF	LDT1	296.63	318.80
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	2.9770e-003	3.2010e-003
tblVehicleEF	LDT1	6.9500e-004	7.4400e-004
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT1	0.10	0.11

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.17	0.21
tblVehicleEF	LDT1	8.9210e-003	0.01
tblVehicleEF	LDT1	9.9040e-003	0.01
tblVehicleEF	LDT1	1.08	1.28
tblVehicleEF	LDT1	1.90	2.27
tblVehicleEF	LDT1	312.77	336.12
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.09	0.11
tblVehicleEF	LDT1	0.12	0.15
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.13	0.16
tblVehicleEF	LDT1	3.1400e-003	3.3760e-003
tblVehicleEF	LDT1	6.8700e-004	7.3600e-004
tblVehicleEF	LDT1	0.14	0.16
tblVehicleEF	LDT1	0.26	0.29
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.15	0.18
tblVehicleEF	LDT1	8.2200e-003	0.01
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.95	1.13
tblVehicleEF	LDT1	2.47	2.97
tblVehicleEF	LDT1	293.71	315.67
tblVehicleEF	LDT1	65.45	69.57
tblVehicleEF	LDT1	0.10	0.12
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT1	2.4490e-003	2.6340e-003
tblVehicleEF	LDT1	3.0260e-003	3.2330e-003
tblVehicleEF	LDT1	2.2550e-003	2.4260e-003
tblVehicleEF	LDT1	2.7820e-003	2.9730e-003
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.16	0.20
tblVehicleEF	LDT1	2.9470e-003	3.1700e-003
tblVehicleEF	LDT1	6.9800e-004	7.4800e-004
tblVehicleEF	LDT1	0.08	0.09
tblVehicleEF	LDT1	0.28	0.31
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.21	0.23

tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT2	4.4500e-003	5.2450e-003
tblVehicleEF	LDT2	4.7830e-003	5.9320e-003
tblVehicleEF	LDT2	0.58	0.65
tblVehicleEF	LDT2	1.12	1.31
tblVehicleEF	LDT2	325.37	352.67
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	3.2570e-003	3.5310e-003
tblVehicleEF	LDT2	7.3100e-004	7.9000e-004
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.07	0.09

tblVehicleEF	LDT2	4.7880e-003	5.6410e-003
tblVehicleEF	LDT2	4.1690e-003	5.1630e-003
tblVehicleEF	LDT2	0.65	0.72
tblVehicleEF	LDT2	0.93	1.09
tblVehicleEF	LDT2	343.42	372.26
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	3.4380e-003	3.7270e-003
tblVehicleEF	LDT2	7.2800e-004	7.8600e-004
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	4.3760e-003	5.1590e-003

tblVehicleEF	LDT2	5.0350e-003	6.2490e-003
tblVehicleEF	LDT2	0.57	0.63
tblVehicleEF	LDT2	1.20	1.41
tblVehicleEF	LDT2	322.11	349.13
tblVehicleEF	LDT2	71.29	76.85
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.08	0.10
tblVehicleEF	LDT2	1.8520e-003	1.8240e-003
tblVehicleEF	LDT2	2.3620e-003	2.2870e-003
tblVehicleEF	LDT2	1.7030e-003	1.6780e-003
tblVehicleEF	LDT2	2.1720e-003	2.1030e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	3.2240e-003	3.4950e-003
tblVehicleEF	LDT2	7.3300e-004	7.9200e-004
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.07	0.09
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02

tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.91	1.04
tblVehicleEF	LHD1	1.93	2.19
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.24	1.48
tblVehicleEF	LHD1	0.76	0.85
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0000e-004	3.1900e-004

tblVehicleEF	LHD1	1.9660e-003	2.1470e-003
tblVehicleEF	LHD1	0.08	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5410e-003	1.6470e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.28	0.29
tblVehicleEF	LHD1	0.20	0.24
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.92	1.06
tblVehicleEF	LHD1	1.83	2.07
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.19	1.42
tblVehicleEF	LHD1	0.72	0.81
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004

tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.18	0.21
tblVehicleEF	LHD1	6.4300e-003	6.5770e-003
tblVehicleEF	LHD1	2.9800e-004	3.1700e-004
tblVehicleEF	LHD1	2.8290e-003	3.0940e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.5590e-003	2.7550e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.27	0.28
tblVehicleEF	LHD1	0.20	0.23
tblVehicleEF	LHD1	4.2480e-003	4.6610e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.13	0.14
tblVehicleEF	LHD1	0.90	1.04
tblVehicleEF	LHD1	1.98	2.25
tblVehicleEF	LHD1	9.25	9.27
tblVehicleEF	LHD1	657.89	672.14
tblVehicleEF	LHD1	26.42	27.83
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	1.23	1.48

tblVehicleEF	LHD1	0.78	0.87
tblVehicleEF	LHD1	1.0060e-003	1.0210e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	7.4200e-004	8.2300e-004
tblVehicleEF	LHD1	9.6200e-004	9.7700e-004
tblVehicleEF	LHD1	2.6080e-003	2.5850e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.8200e-004	7.5600e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.19	0.22
tblVehicleEF	LHD1	6.4290e-003	6.5770e-003
tblVehicleEF	LHD1	3.0100e-004	3.2000e-004
tblVehicleEF	LHD1	1.7970e-003	1.9780e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.3620e-003	1.4560e-003
tblVehicleEF	LHD1	0.15	0.16
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	0.21	0.24
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4490e-003	7.3190e-003

tblVehicleEF	LHD2	5.1260e-003	6.3840e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.56
tblVehicleEF	LHD2	0.98	1.07
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.58	0.80
tblVehicleEF	LHD2	0.38	0.44
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003

tblVehicleEF	LHD2	2.4900e-004	2.5900e-004
tblVehicleEF	LHD2	6.0600e-004	6.9100e-004
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.3200e-004	5.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.5040e-003	7.3940e-003
tblVehicleEF	LHD2	4.9370e-003	6.1320e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.56
tblVehicleEF	LHD2	0.93	1.02
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.55	0.77
tblVehicleEF	LHD2	0.36	0.42
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.4800e-004	2.5800e-004
tblVehicleEF	LHD2	8.7900e-004	1.0020e-003
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.9000e-004	9.8700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	3.0610e-003	3.3670e-003
tblVehicleEF	LHD2	6.4250e-003	7.2860e-003
tblVehicleEF	LHD2	5.2110e-003	6.4980e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.51	0.55
tblVehicleEF	LHD2	1.00	1.10
tblVehicleEF	LHD2	13.94	14.07
tblVehicleEF	LHD2	694.68	706.25
tblVehicleEF	LHD2	23.20	23.94

tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.57	0.79
tblVehicleEF	LHD2	0.38	0.45
tblVehicleEF	LHD2	1.1870e-003	1.2450e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6600e-004	3.8200e-004
tblVehicleEF	LHD2	1.1350e-003	1.1910e-003
tblVehicleEF	LHD2	2.6980e-003	2.6920e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.3600e-004	3.5100e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	1.3600e-004	1.3700e-004
tblVehicleEF	LHD2	6.7530e-003	6.8680e-003
tblVehicleEF	LHD2	2.5000e-004	2.5900e-004
tblVehicleEF	LHD2	5.3200e-004	6.1400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6800e-004	5.1700e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.06	0.07

tblVehicleEF	LHD2	0.08	0.10
tblVehicleEF	MCY	0.49	0.49
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.57	20.15
tblVehicleEF	MCY	9.77	9.73
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.15	1.16
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.08	2.10
tblVehicleEF	MCY	2.2230e-003	2.2260e-003
tblVehicleEF	MCY	6.6800e-004	6.7500e-004
tblVehicleEF	MCY	0.92	0.93
tblVehicleEF	MCY	0.71	0.74
tblVehicleEF	MCY	0.72	0.73
tblVehicleEF	MCY	2.96	2.99
tblVehicleEF	MCY	0.55	0.59
tblVehicleEF	MCY	2.26	2.29

tblVehicleEF	MCY	0.48	0.47
tblVehicleEF	MCY	0.13	0.13
tblVehicleEF	MCY	18.67	19.19
tblVehicleEF	MCY	8.79	8.77
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.04	1.04
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.31	2.34
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.2070e-003	2.2080e-003
tblVehicleEF	MCY	6.4400e-004	6.5100e-004
tblVehicleEF	MCY	1.49	1.50
tblVehicleEF	MCY	0.80	0.83
tblVehicleEF	MCY	1.40	1.42
tblVehicleEF	MCY	2.88	2.90
tblVehicleEF	MCY	0.51	0.55
tblVehicleEF	MCY	1.98	1.99
tblVehicleEF	MCY	0.50	0.49

tblVehicleEF	MCY	0.16	0.16
tblVehicleEF	MCY	20.20	20.81
tblVehicleEF	MCY	10.27	10.22
tblVehicleEF	MCY	183.25	182.50
tblVehicleEF	MCY	44.71	45.45
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.32	0.32
tblVehicleEF	MCY	2.2340e-003	2.1640e-003
tblVehicleEF	MCY	3.4470e-003	3.6600e-003
tblVehicleEF	MCY	2.0870e-003	2.0230e-003
tblVehicleEF	MCY	3.2400e-003	3.4480e-003
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	2.42	2.45
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.20	2.23
tblVehicleEF	MCY	2.2340e-003	2.2370e-003
tblVehicleEF	MCY	6.8000e-004	6.8700e-004
tblVehicleEF	MCY	0.84	0.84
tblVehicleEF	MCY	0.96	1.00
tblVehicleEF	MCY	0.56	0.57
tblVehicleEF	MCY	3.01	3.04
tblVehicleEF	MCY	0.66	0.70
tblVehicleEF	MCY	2.40	2.43
tblVehicleEF	MDV	7.1580e-003	8.8620e-003
tblVehicleEF	MDV	0.01	0.01

tblVehicleEF	MDV	0.79	0.94
tblVehicleEF	MDV	1.90	2.31
tblVehicleEF	MDV	437.69	472.46
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.13	0.17
tblVehicleEF	MDV	4.3780e-003	4.7270e-003
tblVehicleEF	MDV	9.8400e-004	1.0600e-003
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.14	0.15
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	7.6910e-003	9.5090e-003
tblVehicleEF	MDV	8.7100e-003	0.01
tblVehicleEF	MDV	0.88	1.04

tblVehicleEF	MDV	1.57	1.92
tblVehicleEF	MDV	461.33	498.02
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.15	0.19
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	4.6150e-003	4.9840e-003
tblVehicleEF	MDV	9.7900e-004	1.0530e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.13	0.16
tblVehicleEF	MDV	7.0430e-003	8.7270e-003
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.77	0.92
tblVehicleEF	MDV	2.04	2.49

tblVehicleEF	MDV	433.41	467.83
tblVehicleEF	MDV	95.19	101.95
tblVehicleEF	MDV	0.09	0.11
tblVehicleEF	MDV	0.17	0.21
tblVehicleEF	MDV	1.8690e-003	1.8890e-003
tblVehicleEF	MDV	2.3260e-003	2.3380e-003
tblVehicleEF	MDV	1.7210e-003	1.7410e-003
tblVehicleEF	MDV	2.1390e-003	2.1490e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.14	0.18
tblVehicleEF	MDV	4.3350e-003	4.6810e-003
tblVehicleEF	MDV	9.8700e-004	1.0630e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.15	0.16
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.16	0.20
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.97	2.63
tblVehicleEF	MH	5.30	5.98
tblVehicleEF	MH	1,220.37	1,229.84

tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.81	0.88
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.31	0.35
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8400e-004	7.0300e-004
tblVehicleEF	MH	0.85	0.97
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.04	2.72
tblVehicleEF	MH	4.96	5.59

tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.27	1.42
tblVehicleEF	MH	0.77	0.83
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.10	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.7900e-004	6.9700e-004
tblVehicleEF	MH	1.17	1.33
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.79	0.88
tblVehicleEF	MH	0.13	0.17
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.95	2.60

tblVehicleEF	MH	5.47	6.17
tblVehicleEF	MH	1,220.37	1,229.84
tblVehicleEF	MH	59.20	59.91
tblVehicleEF	MH	1.34	1.50
tblVehicleEF	MH	0.83	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0500e-003	1.1530e-003
tblVehicleEF	MH	3.2170e-003	3.2140e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	9.6600e-004	1.0610e-003
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.32	0.36
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8700e-004	7.0700e-004
tblVehicleEF	MH	0.87	0.99
tblVehicleEF	MH	0.09	0.11
tblVehicleEF	MH	0.43	0.48
tblVehicleEF	MH	0.13	0.16
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	0.35	0.39
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.5130e-003	4.2710e-003

tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.32	0.33
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.42	5.31
tblVehicleEF	MHD	145.26	143.80
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.41	0.42
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.13	11.05
tblVehicleEF	MHD	1.2100e-004	1.5900e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.1600e-004	1.5200e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.3970e-003	1.3830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2600e-004	6.5600e-004
tblVehicleEF	MHD	6.5800e-004	7.7800e-004

tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	5.4400e-004	6.1300e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.29	0.35
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	3.5560e-003	4.3360e-003
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.24	0.24
tblVehicleEF	MHD	0.30	0.35
tblVehicleEF	MHD	4.16	4.99
tblVehicleEF	MHD	153.86	152.31
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.42	0.43
tblVehicleEF	MHD	1.08	1.10
tblVehicleEF	MHD	11.09	11.01
tblVehicleEF	MHD	1.0200e-004	1.3400e-004
tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	9.8000e-005	1.2800e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.02	0.02

tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.25	0.30
tblVehicleEF	MHD	1.4780e-003	1.4640e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2100e-004	6.5100e-004
tblVehicleEF	MHD	9.6800e-004	1.1470e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	9.3700e-004	1.0690e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	3.4940e-003	4.2430e-003
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.45	0.46
tblVehicleEF	MHD	0.30	0.34
tblVehicleEF	MHD	4.54	5.46
tblVehicleEF	MHD	133.37	132.03
tblVehicleEF	MHD	1,184.96	1,192.51
tblVehicleEF	MHD	54.86	56.35
tblVehicleEF	MHD	0.39	0.40
tblVehicleEF	MHD	1.12	1.14
tblVehicleEF	MHD	11.14	11.07
tblVehicleEF	MHD	1.4700e-004	1.9400e-004

tblVehicleEF	MHD	3.1580e-003	3.1900e-003
tblVehicleEF	MHD	7.7700e-004	8.3700e-004
tblVehicleEF	MHD	1.4100e-004	1.8500e-004
tblVehicleEF	MHD	3.0160e-003	3.0470e-003
tblVehicleEF	MHD	7.1400e-004	7.7000e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	1.2850e-003	1.2720e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.2800e-004	6.5900e-004
tblVehicleEF	MHD	5.9200e-004	7.1400e-004
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	4.7800e-004	5.3900e-004
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.30	0.36
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.5240e-003	9.2660e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.25	0.25
tblVehicleEF	OBUS	0.50	0.60

tblVehicleEF	OBUS	5.17	5.69
tblVehicleEF	OBUS	98.68	97.15
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.14	2.24
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.32	0.35
tblVehicleEF	OBUS	9.5400e-004	9.3900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7600e-004	7.9000e-004
tblVehicleEF	OBUS	1.2600e-003	1.3050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	8.4100e-004	8.5300e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	0.35	0.39
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.6820e-003	9.4730e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.24	0.24
tblVehicleEF	OBUS	0.51	0.61
tblVehicleEF	OBUS	4.84	5.32
tblVehicleEF	OBUS	103.55	101.91
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.21	0.21
tblVehicleEF	OBUS	0.83	0.81
tblVehicleEF	OBUS	2.10	2.19
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	1.6000e-005	1.5000e-005
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	1.0000e-003	9.8400e-004
tblVehicleEF	OBUS	0.01	0.01

tblVehicleEF	OBUS	7.7000e-004	7.8300e-004
tblVehicleEF	OBUS	1.7840e-003	1.8490e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	1.4980e-003	1.5300e-003
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.34	0.37
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.4540e-003	9.1750e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.26	0.26
tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	5.33	5.86
tblVehicleEF	OBUS	91.97	90.56
tblVehicleEF	OBUS	1,316.24	1,321.20
tblVehicleEF	OBUS	68.53	68.99
tblVehicleEF	OBUS	0.20	0.20
tblVehicleEF	OBUS	0.87	0.85
tblVehicleEF	OBUS	2.16	2.26
tblVehicleEF	OBUS	2.7440e-003	2.5760e-003
tblVehicleEF	OBUS	9.4700e-004	9.1300e-004
tblVehicleEF	OBUS	2.5990e-003	2.4400e-003
tblVehicleEF	OBUS	8.7100e-004	8.3900e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.03

tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.33	0.36
tblVehicleEF	OBUS	8.9000e-004	8.7600e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9200e-004
tblVehicleEF	OBUS	1.1890e-003	1.2450e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.5700e-004	7.6900e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.76	6.51
tblVehicleEF	SBUS	0.79	0.93
tblVehicleEF	SBUS	6.62	7.02
tblVehicleEF	SBUS	1,171.94	1,202.36
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.45	9.97
tblVehicleEF	SBUS	3.36	4.09
tblVehicleEF	SBUS	13.61	14.11
tblVehicleEF	SBUS	7.0190e-003	9.4890e-003

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	6.7150e-003	9.0780e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.80	0.78
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.34	0.36
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.6800e-004	5.5000e-004
tblVehicleEF	SBUS	2.1740e-003	2.2010e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.5250e-003	1.4590e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.37	0.39
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.06	0.07

tblVehicleEF	SBUS	6.65	6.39
tblVehicleEF	SBUS	0.81	0.95
tblVehicleEF	SBUS	5.18	5.49
tblVehicleEF	SBUS	1,228.28	1,261.22
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.72	10.29
tblVehicleEF	SBUS	3.24	3.94
tblVehicleEF	SBUS	13.58	14.07
tblVehicleEF	SBUS	5.9170e-003	7.9990e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	5.6610e-003	7.6530e-003
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004
tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.80	0.77
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.29	0.31
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.4300e-004	5.2400e-004

tblVehicleEF	SBUS	3.0780e-003	3.1130e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.15	1.11
tblVehicleEF	SBUS	2.7100e-003	2.6250e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	9.2120e-003	9.3450e-003
tblVehicleEF	SBUS	0.32	0.34
tblVehicleEF	SBUS	0.83	0.84
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.07	0.08
tblVehicleEF	SBUS	6.91	6.68
tblVehicleEF	SBUS	0.78	0.92
tblVehicleEF	SBUS	7.34	7.78
tblVehicleEF	SBUS	1,094.13	1,121.06
tblVehicleEF	SBUS	1,088.36	1,104.05
tblVehicleEF	SBUS	45.33	42.89
tblVehicleEF	SBUS	8.08	9.53
tblVehicleEF	SBUS	3.35	4.07
tblVehicleEF	SBUS	13.63	14.12
tblVehicleEF	SBUS	8.5400e-003	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	8.4000e-004	7.8600e-004
tblVehicleEF	SBUS	8.1710e-003	0.01
tblVehicleEF	SBUS	2.6970e-003	2.7130e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	7.7200e-004	7.2300e-004

tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.81	0.78
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.36	0.38
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.8000e-004	5.6300e-004
tblVehicleEF	SBUS	2.0020e-003	2.0770e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.16	1.12
tblVehicleEF	SBUS	1.3620e-003	1.3030e-003
tblVehicleEF	SBUS	0.12	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.39	0.41
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.84	7.41
tblVehicleEF	UBUS	7.28	7.16
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.86	6.89
tblVehicleEF	UBUS	13.53	13.92
tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11

tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3510e-003	1.2970e-003
tblVehicleEF	UBUS	2.3470e-003	2.2340e-003
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	2.3720e-003	2.2130e-003
tblVehicleEF	UBUS	1.97	2.24
tblVehicleEF	UBUS	0.01	9.6460e-003
tblVehicleEF	UBUS	0.71	0.69
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.04	0.04
tblVehicleEF	UBUS	6.85	7.43
tblVehicleEF	UBUS	6.21	6.11
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.65	6.64
tblVehicleEF	UBUS	13.47	13.86
tblVehicleEF	UBUS	0.55	0.57

tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	0.43	0.51
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.59	0.58
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3320e-003	1.2790e-003
tblVehicleEF	UBUS	2.8850e-003	2.7460e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	4.2080e-003	3.9420e-003
tblVehicleEF	UBUS	1.98	2.24
tblVehicleEF	UBUS	9.4600e-003	8.6180e-003
tblVehicleEF	UBUS	0.65	0.63
tblVehicleEF	UBUS	1.50	1.67
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	6.83	7.41
tblVehicleEF	UBUS	7.75	7.63
tblVehicleEF	UBUS	1,880.66	1,914.19
tblVehicleEF	UBUS	121.72	116.57
tblVehicleEF	UBUS	5.83	6.85
tblVehicleEF	UBUS	13.56	13.94

tblVehicleEF	UBUS	0.55	0.57
tblVehicleEF	UBUS	0.09	0.11
tblVehicleEF	UBUS	1.1350e-003	1.0130e-003
tblVehicleEF	UBUS	0.24	0.24
tblVehicleEF	UBUS	0.09	0.10
tblVehicleEF	UBUS	1.0430e-003	9.3100e-004
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	0.42	0.51
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.68	0.66
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.3590e-003	1.3050e-003
tblVehicleEF	UBUS	2.1440e-003	2.0580e-003
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	2.1410e-003	2.0030e-003
tblVehicleEF	UBUS	1.97	2.23
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.74	0.72
tblVehicleTrips	CC_TL	7.30	4.70
tblVehicleTrips	CC_TL	7.30	7.60
tblVehicleTrips	CNW_TL	7.30	4.70
tblVehicleTrips	CNW_TL	7.30	7.60
tblVehicleTrips	CW_TL	9.50	4.70
tblVehicleTrips	CW_TL	9.50	7.60
tblVehicleTrips	ST_TR	158.37	45.27

tblVehicleTrips	ST_TR	5.63	2.92
tblVehicleTrips	SU_TR	131.84	45.27
tblVehicleTrips	SU_TR	5.63	2.92
tblVehicleTrips	WD_TR	127.15	45.27
tblVehicleTrips	WD_TR	5.63	2.92
tblWater	IndoorWaterUseRate	3,056,584.48	607,067.42
tblWater	OutdoorWaterUseRate	195,101.14	38,748.98

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.4671	3.4869	3.1265	9.9200e-003	0.2622	0.1373	0.3995	0.1279	0.1311	0.2590	0.0000	966.7517	966.7517	0.1076	0.0000	969.4404
2024	0.7205	3.0041	3.0519	0.0117	0.0519	0.1081	0.1600	0.0138	0.1057	0.1195	0.0000	1,179.3790	1,179.3790	0.0675	0.0000	1,181.0672
Maximum	**0.7205**	**3.4869**	**3.1265**	**0.0117**	**0.2622**	**0.1373**	**0.3995**	**0.1279**	**0.1311**	**0.2590**	**0.0000**	**1,179.3790**	**1,179.3790**	**0.1076**	**0.0000**	**1,181.0672**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.4671	3.4869	3.1265	9.9200e-003	0.2622	0.1373	0.3995	0.1279	0.1311	0.2590	0.0000	966.7506	966.7506	0.1076	0.0000	969.4393
2024	0.7205	3.0041	3.0519	0.0117	0.0519	0.1081	0.1600	0.0138	0.1057	0.1195	0.0000	1,179.3776	1,179.3776	0.0675	0.0000	1,181.0659
Maximum	**0.7205**	**3.4869**	**3.1265**	**0.0117**	**0.2622**	**0.1373**	**0.3995**	**0.1279**	**0.1311**	**0.2590**	**0.0000**	**1,179.3776**	**1,179.3776**	**0.1076**	**0.0000**	**1,181.0659**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-3-2023	9-2-2023	1.4178	1.4178
2	9-3-2023	12-2-2023	1.9181	1.9181
3	12-3-2023	3-2-2024	1.9620	1.9620
4	3-3-2024	6-2-2024	2.1407	2.1407
5	6-3-2024	9-2-2024	0.2641	0.2641
		Highest	2.1407	2.1407

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Energy	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	282.3188	282.3188	0.0117	4.6900e-003	284.0095
Mobile	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361
Stationary	4.5000e-004	2.3500e-003	2.1700e-003	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.2094	0.2094	3.0000e-005	0.0000	0.2102
Waste						0.0000	0.0000		0.0000	0.0000	19.2781	0.0000	19.2781	1.1393	0.0000	47.7606
Water						0.0000	0.0000		0.0000	0.0000	1.2388	10.4313	11.6700	0.1280	3.1500e-003	15.8093
Total	**0.3170**	**0.7592**	**1.6396**	**5.4700e-003**	**0.3934**	**0.0151**	**0.4085**	**0.1054**	**0.0148**	**0.1201**	**20.5169**	**718.2879**	**738.8047**	**1.3034**	**7.8400e-003**	**773.7292**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Energy	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	282.3188	282.3188	0.0117	4.6900e-003	284.0095
Mobile	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361
Stationary	4.5000e-004	2.3500e-003	2.1700e-003	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.2094	0.2094	3.0000e-005	0.0000	0.2102
Waste						0.0000	0.0000		0.0000	0.0000	19.2781	0.0000	19.2781	1.1393	0.0000	47.7606
Water						0.0000	0.0000		0.0000	0.0000	1.2388	10.4313	11.6700	0.1280	3.1500e-003	15.8093
Total	**0.3170**	**0.7592**	**1.6396**	**5.4700e-003**	**0.3934**	**0.0151**	**0.4085**	**0.1054**	**0.0148**	**0.1201**	**20.5169**	**718.2879**	**738.8047**	**1.3034**	**7.8400e-003**	**773.7292**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/3/2023	8/9/2023	5	48	
2	Prelim Bldg Const (Site Preparation)	Site Preparation	7/6/2023	7/19/2023	5	10	
3	Grading	Grading	7/20/2023	9/13/2023	5	40	
4	Building Construction	Building Construction	9/14/2023	6/15/2024	5	197	
5	Paving	Paving	2/9/2024	2/18/2024	5	6	
6	Prime and 1st Coat of Paint	Architectural Coating	3/16/2024	3/29/2024	5	10	
7	Paint (Exterior)	Architectural Coating	5/5/2024	5/11/2024	5	5	
8	Last Coat of Paint	Architectural Coating	5/25/2024	5/31/2024	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,500; Non-Residential Outdoor: 15,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.37
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Prelim Bldg Const (Site Preparation)	Graders	1	8.00	187	0.41
Prelim Bldg Const (Site Preparation)	Other Construction Equipment	1	8.00	400	0.42
Prelim Bldg Const (Site Preparation)	Rubber Tired Dozers	3	8.00	247	0.40
Prelim Bldg Const (Site Preparation)	Scrapers	1	8.00	367	0.48

Prelim Bldg Const (Site Preparation)	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	9	8.00	450	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Prime and 1st Coat of Paint	Air Compressors	1	6.00	78	0.48
Prime and 1st Coat of Paint	Cranes	1	7.00	231	0.29
Paint (Exterior)	Air Compressors	1	6.00	78	0.48
Paint (Exterior)	Cranes	1	7.00	231	0.29
Last Coat of Paint	Air Compressors	1	6.00	78	0.48
Last Coat of Paint	Cranes	1	7.00	231	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	9	20.00	0.00	47.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prelim Bldg Const (Site Preparation)	10	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	7	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	17	100.00	5.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Prime and 1st Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paint (Exterior)	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Last Coat of Paint	2	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0500e-003	0.0000	9.0500e-003	1.3700e-003	0.0000	1.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0650	0.6233	0.6259	1.1500e-003		0.0293	0.0293		0.0272	0.0272	0.0000	100.4195	100.4195	0.0289	0.0000	101.1430
Total	**0.0650**	**0.6233**	**0.6259**	**1.1500e-003**	**9.0500e-003**	**0.0293**	**0.0383**	**1.3700e-003**	**0.0272**	**0.0285**	**0.0000**	**100.4195**	**100.4195**	**0.0289**	**0.0000**	**101.1430**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	3.8600e-003	1.4100e-003	2.0000e-005	4.0000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.7064	1.7064	1.5000e-004	0.0000	1.7103
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-003	9.9000e-004	0.0103	3.0000e-005	3.8500e-003	3.0000e-005	3.8800e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.1155	3.1155	8.0000e-005	0.0000	3.1175
Total	**1.6200e-003**	**4.8500e-003**	**0.0117**	**5.0000e-005**	**4.2500e-003**	**4.0000e-005**	**4.2900e-003**	**1.1300e-003**	**3.0000e-005**	**1.1700e-003**	**0.0000**	**4.8220**	**4.8220**	**2.3000e-004**	**0.0000**	**4.8278**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0500e-003	0.0000	9.0500e-003	1.3700e-003	0.0000	1.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0650	0.6233	0.6259	1.1500e-003		0.0293	0.0293		0.0272	0.0272	0.0000	100.4194	100.4194	0.0289	0.0000	101.1429
Total	**0.0650**	**0.6233**	**0.6259**	**1.1500e-003**	**9.0500e-003**	**0.0293**	**0.0383**	**1.3700e-003**	**0.0272**	**0.0285**	**0.0000**	**100.4194**	**100.4194**	**0.0289**	**0.0000**	**101.1429**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	3.8600e-003	1.4100e-003	2.0000e-005	4.0000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	1.7064	1.7064	1.5000e-004	0.0000	1.7103
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-003	9.9000e-004	0.0103	3.0000e-005	3.8500e-003	3.0000e-005	3.8800e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.1155	3.1155	8.0000e-005	0.0000	3.1175
Total	**1.6200e-003**	**4.8500e-003**	**0.0117**	**5.0000e-005**	**4.2500e-003**	**4.0000e-005**	**4.2900e-003**	**1.1300e-003**	**3.0000e-005**	**1.1700e-003**	**0.0000**	**4.8220**	**4.8220**	**2.3000e-004**	**0.0000**	**4.8278**

3.3 Prelim Bldg Const (Site Preparation) - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0927	0.0000	0.0927	0.0499	0.0000	0.0499	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0218	0.2292	0.1511	3.7000e-004		9.7300e-003	9.7300e-003		8.9500e-003	8.9500e-003	0.0000	32.7005	32.7005	0.0106	0.0000	32.9649
Total	**0.0218**	**0.2292**	**0.1511**	**3.7000e-004**	**0.0927**	**9.7300e-003**	**0.1025**	**0.0499**	**8.9500e-003**	**0.0589**	**0.0000**	**32.7005**	**32.7005**	**0.0106**	**0.0000**	**32.9649**

3.3 Prelim Bldg Const (Site Preparation) - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.0800e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3245	0.3245	1.0000e-005	0.0000	0.3247
Total	**1.6000e-004**	**1.0000e-004**	**1.0800e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3245**	**0.3245**	**1.0000e-005**	**0.0000**	**0.3247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0927	0.0000	0.0927	0.0499	0.0000	0.0499	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0218	0.2292	0.1511	3.7000e-004		9.7300e-003	9.7300e-003		8.9500e-003	8.9500e-003	0.0000	32.7005	32.7005	0.0106	0.0000	32.9649
Total	**0.0218**	**0.2292**	**0.1511**	**3.7000e-004**	**0.0927**	**9.7300e-003**	**0.1025**	**0.0499**	**8.9500e-003**	**0.0589**	**0.0000**	**32.7005**	**32.7005**	**0.0106**	**0.0000**	**32.9649**

3.3 Prelim Bldg Const (Site Preparation) - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.0800e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3245	0.3245	1.0000e-005	0.0000	0.3247
Total	**1.6000e-004**	**1.0000e-004**	**1.0800e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3245**	**0.3245**	**1.0000e-005**	**0.0000**	**0.3247**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1220	0.0000	0.1220	0.0664	0.0000	0.0664	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0502	0.5260	0.4212	9.0000e-004		0.0221	0.0221		0.0203	0.0203	0.0000	79.2724	79.2724	0.0256	0.0000	79.9133
Total	**0.0502**	**0.5260**	**0.4212**	**9.0000e-004**	**0.1220**	**0.0221**	**0.1441**	**0.0664**	**0.0203**	**0.0867**	**0.0000**	**79.2724**	**79.2724**	**0.0256**	**0.0000**	**79.9133**

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.1000e-004	4.3000e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2981	1.2981	3.0000e-005	0.0000	1.2990
Total	**6.2000e-004**	**4.1000e-004**	**4.3000e-003**	**1.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2981**	**1.2981**	**3.0000e-005**	**0.0000**	**1.2990**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1220	0.0000	0.1220	0.0664	0.0000	0.0664	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0502	0.5260	0.4212	9.0000e-004		0.0221	0.0221		0.0203	0.0203	0.0000	79.2723	79.2723	0.0256	0.0000	79.9132
Total	**0.0502**	**0.5260**	**0.4212**	**9.0000e-004**	**0.1220**	**0.0221**	**0.1441**	**0.0664**	**0.0203**	**0.0867**	**0.0000**	**79.2723**	**79.2723**	**0.0256**	**0.0000**	**79.9132**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.1000e-004	4.3000e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2981	1.2981	3.0000e-005	0.0000	1.2990
Total	**6.2000e-004**	**4.1000e-004**	**4.3000e-003**	**1.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2981**	**1.2981**	**3.0000e-005**	**0.0000**	**1.2990**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3153	2.0804	1.8239	7.1000e-003		0.0759	0.0759		0.0744	0.0744	0.0000	718.0661	718.0661	0.0411	0.0000	719.0946
Total	**0.3153**	**2.0804**	**1.8239**	**7.1000e-003**		**0.0759**	**0.0759**		**0.0744**	**0.0744**	**0.0000**	**718.0661**	**718.0661**	**0.0411**	**0.0000**	**719.0946**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3000e-004	0.0147	4.5500e-003	5.0000e-005	1.2800e-003	2.0000e-005	1.3000e-003	3.7000e-004	2.0000e-005	3.9000e-004	0.0000	4.8596	4.8596	3.3000e-004	0.0000	4.8678
Worker	0.0120	7.9500e-003	0.0828	2.8000e-004	0.0309	2.1000e-004	0.0311	8.2000e-003	1.9000e-004	8.4000e-003	0.0000	24.9890	24.9890	6.5000e-004	0.0000	25.0052
Total	**0.0124**	**0.0226**	**0.0874**	**3.3000e-004**	**0.0322**	**2.3000e-004**	**0.0324**	**8.5700e-003**	**2.1000e-004**	**8.7900e-003**	**0.0000**	**29.8486**	**29.8486**	**9.8000e-004**	**0.0000**	**29.8730**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3153	2.0804	1.8239	7.1000e-003		0.0759	0.0759		0.0744	0.0744	0.0000	718.0652	718.0652	0.0411	0.0000	719.0938
Total	**0.3153**	**2.0804**	**1.8239**	**7.1000e-003**		**0.0759**	**0.0759**		**0.0744**	**0.0744**	**0.0000**	**718.0652**	**718.0652**	**0.0411**	**0.0000**	**719.0938**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3000e-004	0.0147	4.5500e-003	5.0000e-005	1.2800e-003	2.0000e-005	1.3000e-003	3.7000e-004	2.0000e-005	3.9000e-004	0.0000	4.8596	4.8596	3.3000e-004	0.0000	4.8678
Worker	0.0120	7.9500e-003	0.0828	2.8000e-004	0.0309	2.1000e-004	0.0311	8.2000e-003	1.9000e-004	8.4000e-003	0.0000	24.9890	24.9890	6.5000e-004	0.0000	25.0052
Total	**0.0124**	**0.0226**	**0.0874**	**3.3000e-004**	**0.0322**	**2.3000e-004**	**0.0324**	**8.5700e-003**	**2.1000e-004**	**8.7900e-003**	**0.0000**	**29.8486**	**29.8486**	**9.8000e-004**	**0.0000**	**29.8730**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4693	2.8929	2.8349	0.0111		0.1042	0.1042		0.1021	0.1021	0.0000	1,119.0906	1,119.0906	0.0623	0.0000	1,120.6471
Total	**0.4693**	**2.8929**	**2.8349**	**0.0111**		**0.1042**	**0.1042**		**0.1021**	**0.1021**	**0.0000**	**1,119.0906**	**1,119.0906**	**0.0623**	**0.0000**	**1,120.6471**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4000e-004	0.0226	6.8600e-003	8.0000e-005	1.9900e-003	3.0000e-005	2.0200e-003	5.7000e-004	3.0000e-005	6.0000e-004	0.0000	7.5252	7.5252	5.1000e-004	0.0000	7.5379
Worker	0.0178	0.0114	0.1205	4.1000e-004	0.0481	3.2000e-004	0.0484	0.0128	3.0000e-004	0.0131	0.0000	37.4108	37.4108	9.3000e-004	0.0000	37.4339
Total	**0.0184**	**0.0339**	**0.1274**	**4.9000e-004**	**0.0501**	**3.5000e-004**	**0.0505**	**0.0134**	**3.3000e-004**	**0.0137**	**0.0000**	**44.9360**	**44.9360**	**1.4400e-003**	**0.0000**	**44.9719**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4693	2.8929	2.8349	0.0111		0.1042	0.1042		0.1021	0.1021	0.0000	1,119.0893	1,119.0893	0.0623	0.0000	1,120.6457
Total	**0.4693**	**2.8929**	**2.8349**	**0.0111**		**0.1042**	**0.1042**		**0.1021**	**0.1021**	**0.0000**	**1,119.0893**	**1,119.0893**	**0.0623**	**0.0000**	**1,120.6457**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4000e-004	0.0226	6.8600e-003	8.0000e-005	1.9900e-003	3.0000e-005	2.0200e-003	5.7000e-004	3.0000e-005	6.0000e-004	0.0000	7.5252	7.5252	5.1000e-004	0.0000	7.5379
Worker	0.0178	0.0114	0.1205	4.1000e-004	0.0481	3.2000e-004	0.0484	0.0128	3.0000e-004	0.0131	0.0000	37.4108	37.4108	9.3000e-004	0.0000	37.4339
Total	**0.0184**	**0.0339**	**0.1274**	**4.9000e-004**	**0.0501**	**3.5000e-004**	**0.0505**	**0.0134**	**3.3000e-004**	**0.0137**	**0.0000**	**44.9360**	**44.9360**	**1.4400e-003**	**0.0000**	**44.9719**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5700e-003	0.0340	0.0515	8.0000e-005		1.6500e-003	1.6500e-003		1.5200e-003	1.5200e-003	0.0000	6.9667	6.9667	2.2200e-003	0.0000	7.0223
Paving	1.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0400e-003**	**0.0340**	**0.0515**	**8.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5200e-003**	**1.5200e-003**	**0.0000**	**6.9667**	**6.9667**	**2.2200e-003**	**0.0000**	**7.0223**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1496	0.1496	0.0000	0.0000	0.1497
Total	**7.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1496**	**0.1496**	**0.0000**	**0.0000**	**0.1497**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5700e-003	0.0340	0.0515	8.0000e-005		1.6500e-003	1.6500e-003		1.5200e-003	1.5200e-003	0.0000	6.9667	6.9667	2.2200e-003	0.0000	7.0223
Paving	1.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0400e-003**	**0.0340**	**0.0515**	**8.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5200e-003**	**1.5200e-003**	**0.0000**	**6.9667**	**6.9667**	**2.2200e-003**	**0.0000**	**7.0223**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1496	0.1496	0.0000	0.0000	0.1497
Total	**7.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1496**	**0.1496**	**0.0000**	**0.0000**	**0.1497**

3.7 Prime and 1st Coat of Paint - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0898					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3600e-003	0.0214	0.0168	4.0000e-005		9.4000e-004	9.4000e-004		8.9000e-004	8.9000e-004	0.0000	3.4945	3.4945	7.9000e-004	0.0000	3.5142
Total	**0.0922**	**0.0214**	**0.0168**	**4.0000e-005**		**9.4000e-004**	**9.4000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**3.4945**	**3.4945**	**7.9000e-004**	**0.0000**	**3.5142**

3.7 Prime and 1st Coat of Paint - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	1.9000e-004	2.0100e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6235	0.6235	2.0000e-005	0.0000	0.6239
Total	**3.0000e-004**	**1.9000e-004**	**2.0100e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.1000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6235**	**0.6235**	**2.0000e-005**	**0.0000**	**0.6239**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0898					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3600e-003	0.0214	0.0168	4.0000e-005		9.4000e-004	9.4000e-004		8.9000e-004	8.9000e-004	0.0000	3.4945	3.4945	7.9000e-004	0.0000	3.5142
Total	**0.0922**	**0.0214**	**0.0168**	**4.0000e-005**		**9.4000e-004**	**9.4000e-004**		**8.9000e-004**	**8.9000e-004**	**0.0000**	**3.4945**	**3.4945**	**7.9000e-004**	**0.0000**	**3.5142**

3.7 Prime and 1st Coat of Paint - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	1.9000e-004	2.0100e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6235	0.6235	2.0000e-005	0.0000	0.6239
Total	**3.0000e-004**	**1.9000e-004**	**2.0100e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.1000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6235**	**0.6235**	**2.0000e-005**	**0.0000**	**0.6239**

3.8 Paint (Exterior) - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0359					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1800e-003	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0371**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.8 Paint (Exterior) - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0359					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1800e-003	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0371**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.8 Paint (Exterior) - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

3.9 Last Coat of Paint - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1800e-003	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0978**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.9 Last Coat of Paint - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1800e-003	0.0107	8.4100e-003	2.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.7473	1.7473	3.9000e-004	0.0000	1.7571
Total	**0.0978**	**0.0107**	**8.4100e-003**	**2.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**1.7473**	**1.7473**	**3.9000e-004**	**0.0000**	**1.7571**

3.9 Last Coat of Paint - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	9.0000e-005	1.0000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.5000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361
Unmitigated	0.1671	0.6114	1.5137	4.6000e-003	0.3934	3.7900e-003	0.3972	0.1054	3.5200e-003	0.1089	0.0000	425.3251	425.3251	0.0244	0.0000	425.9361

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	455.87	455.87	455.87	334,693	334,693
Motel	379.60	379.60	379.60	709,387	709,387
Parking Lot	0.00	0.00	0.00		
Total	835.47	835.47	835.47	1,044,081	1,044,081

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	4.70	4.70	4.70	8.50	72.50	19.00	37	20	43
Motel	7.60	7.60	7.60	19.00	62.00	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Motel	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.1011	124.1011	8.6600e-003	1.7900e-003	124.8517
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.1011	124.1011	8.6600e-003	1.7900e-003	124.8517
NaturalGas Mitigated	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	158.2177	158.2177	3.0300e-003	2.9000e-003	159.1579
NaturalGas Unmitigated	0.0160	0.1453	0.1221	8.7000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	158.2177	158.2177	3.0300e-003	2.9000e-003	159.1579

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.753e+006	9.4500e-003	0.0859	0.0722	5.2000e-004		6.5300e-003	6.5300e-003		6.5300e-003	6.5300e-003	0.0000	93.5470	93.5470	1.7900e-003	1.7200e-003	94.1029
Motel	1.21188e+006	6.5300e-003	0.0594	0.0499	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	64.6707	64.6707	1.2400e-003	1.1900e-003	65.0550
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0160**	**0.1453**	**0.1221**	**8.8000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**158.2177**	**158.2177**	**3.0300e-003**	**2.9100e-003**	**159.1579**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.753e+006	9.4500e-003	0.0859	0.0722	5.2000e-004		6.5300e-003	6.5300e-003		6.5300e-003	6.5300e-003	0.0000	93.5470	93.5470	1.7900e-003	1.7200e-003	94.1029
Motel	1.21188e+006	6.5300e-003	0.0594	0.0499	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	64.6707	64.6707	1.2400e-003	1.1900e-003	65.0550
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0160**	**0.1453**	**0.1221**	**8.8000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**158.2177**	**158.2177**	**3.0300e-003**	**2.9100e-003**	**159.1579**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	380961	71.8023	5.0100e-003	1.0400e-003	72.2365
Motel	260332	49.0665	3.4200e-003	7.1000e-004	49.3632
Parking Lot	17150	3.2324	2.3000e-004	5.0000e-005	3.2519
Total		**124.1011**	**8.6600e-003**	**1.8000e-003**	**124.8517**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	380961	71.8023	5.0100e-003	1.0400e-003	72.2365
Motel	260332	49.0665	3.4200e-003	7.1000e-004	49.3632
Parking Lot	17150	3.2324	2.3000e-004	5.0000e-005	3.2519
Total		**124.1011**	**8.6600e-003**	**1.8000e-003**	**124.8517**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Unmitigated	0.1334	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.9800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1242					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Total	**0.1334**	**2.0000e-005**	**1.7300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3800e-003**	**3.3800e-003**	**1.0000e-005**	**0.0000**	**3.6000e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.9800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1242					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3800e-003	3.3800e-003	1.0000e-005	0.0000	3.6000e-003
Total	**0.1334**	**2.0000e-005**	**1.7300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3800e-003**	**3.3800e-003**	**1.0000e-005**	**0.0000**	**3.6000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.6700	0.1280	3.1500e-003	15.8093
Unmitigated	11.6700	0.1280	3.1500e-003	15.8093

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.607067 / 0.038749	1.7636	0.0199	4.9000e-004	2.4068
Motel	3.29768 / 0.366409	9.9065	0.1081	2.6700e-003	13.4025
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.6700**	**0.1280**	**3.1600e-003**	**15.8093**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.607067 / 0.038749	1.7636	0.0199	4.9000e-004	2.4068
Motel	3.29768 / 0.366409	9.9065	0.1081	2.6700e-003	13.4025
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.6700**	**0.1280**	**3.1600e-003**	**15.8093**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.2781	1.1393	0.0000	47.7606
Unmitigated	19.2781	1.1393	0.0000	47.7606

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	23.8	4.8312	0.2855	0.0000	11.9691
Motel	71.17	14.4469	0.8538	0.0000	35.7915
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.2781**	**1.1393**	**0.0000**	**47.7606**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	23.8	4.8312	0.2855	0.0000	11.9691
Motel	71.17	14.4469	0.8538	0.0000	35.7915
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.2781**	**1.1393**	**0.0000**	**47.7606**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	25	11	0.73	Diesel
Fire Pump	1	0	25	11	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	1	0	0	250	CNG

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Boiler - CNG (75 - 9999 MMBTU)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Emergency Generator - Diesel (11 - 25 HP)	2.3000e-004	1.1800e-003	1.0900e-003	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.1047	0.1047	1.0000e-005	0.0000	0.1051
Fire Pump - Diesel (11 - 25 HP)	2.3000e-004	1.1800e-003	1.0800e-003	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.1047	0.1047	1.0000e-005	0.0000	0.1051
Total	**4.6000e-004**	**2.3600e-003**	**2.1700e-003**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.2094**	**0.2094**	**2.0000e-005**	**0.0000**	**0.2102**

11.0 Vegetation

Energy Consumption Summary for Stay Open SD

Construction-Related Energy Consumption

	value	units	source
Gasoline Consumption by Worker Commute Trips	88	gal	wksht: Construction Fuel Use
Diesel Consumption by Truck Trips	210,387	gal	wksht: Construction Fuel Use

Operational Energy Consumption

	value	units	source
Gasoline Consumption by Worker Commute Trips	40,762	gal/year	wksht: Operational Automotive Fuel Use
Natural Gas Consumption	2,965	MMBtu/yr	wksht: Operational Building Energy Use
Electricity Consumption	658	MWh/yr	wksht: Operational Building Energy Use

Energy Consumption Associated with Building Operations

Natural Gas Consumption

Activity	value	units	Source
Motel	1,753.00	MMBtu/yr	1
High Turnover (Sit Down Restaurant)	1,211.88	MMBtu/yr	1
Total Annual Natural Gas Consumption	**2,965**	MMBtu/yr	summation

Electricity Consumption

Activity	MWh/yr		Source
Motel	380.961	MWh/yr	1
High Turnover (Sit Down Restaurant)	260.3	MWh/yr	1
Parking Lot	17.2	MWh/yr	1
Total Annual Electricity Consumption	**658**	MWh/yr	summation

Sources

1 CalEEMod Output

Operational Consumption of Automotive Fuels

	value	units	source
CalEEMod Calculated Annual VMT	1,044,181	miles	CalEEMod
Composite fuel efficiency of all passenger vehicles	25.62	miles/gal	wksht: Veh Fuel Efficiency Rts
Total gasoline used by passenger vehicles	40,762	gal/year	calculation

Construction-Related Fuel Consumption

Off-Road Construction Fuel Use

	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	MT/yr					
2023	0.0000	966.7517	966.7517	0.1076	0.0000	969.4404
2024	0.0000	1179.3790	1179.3790	0.0675	0.0000	1181.0670
Total	0.0000	2146.1307	2146.1307	0.1751	0.0000	2150.5074

0

Source: CalEEMod Output

2

	value	units	source
Diesel Emissions Factor	10.21	kg CO2/gal	2019 Climate Registry Default Emission Factors
Total CO2 Emissions from Off-Road Construction Activity	2,146,131	kg CO2	calculation
Total Diesel Gallons Used from Off-Road Construction Activity	210,199	gal	calculation

On-Road Construction Fuel Use

Trips and VMT

Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Total Worker Travel (VMT)	Total Vendor Travel (VMT)	Total Haul Trip Length (VMT)
Demolition	20.00	0.00	47.00	10.80	7.30	20.00	216	-	940
Site Preparation	10.00	0.00	0.00	10.80	7.30	20.00	108	-	-
Grading	10.00	0.00	0.00	10.80	7.30	20.00	108	-	-
Building Construction	100.00	5.00	0.00	10.80	7.30	20.00	1,080	37	-
Paving	8.00	0.00	0.00	10.80	7.30	20.00	86	-	-
Architectural Coating	60.00	0.00	0.00	10.80	7.30	20.00	648	-	-
Total							2,246	37	940

Source: CalEEMod Output

	value	units	source
Composite fuel efficiency of all passenger vehicles	25.62	miles/gal	wksht: Veh Fuel Efficiency Rts
Fuel Efficiency of Haul Trucks	5.18	miles/gal	wksht: Veh Fuel Efficiency Rts
Total Passenger Vehicle VMT	2,246	miles	
Total Heavy Duty Vehicle VMT	977	miles	
Total gasoline used by passenger vehicles	88	gal	calculation. Assume worker trips are made by gas LDVs.
Total diesel used by trucks	188	gal	calculation. Assume vendor and hauling trips are made by diesel HDVs.

Total Construction Fuel Use	value	units	source
Total Diesel Use	210,387	gal	calculation
Total Gasoline Use	88	gal	calculation

Automotive Fuel Consumption Efficiency

EMFAC Output

Source: EMFAC2021 (v1.0.0) Emissions Inventory
Region Type: County
Region: San Diego
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VehClass	MdlYr	Speed miles/hr	Fuel	Population vehicles	VMT miles/day	Trips trips/day	Fuel gas 1,000 gallons/day
LDA	Aggregate	Aggregate	Gasoline	1187996.787	46861890.34	5524322.043	1703.836516
LDT1	Aggregate	Aggregate	Gasoline	133484.8222	4546534.432	581821.2428	199.967695
LDT2	Aggregate	Aggregate	Gasoline	556694.0451	22178208.96	2596753.785	1011.789037
T7 tractor construction	Aggregate	Aggregate	Diesel	1509.656324	65371.70601	7744.53694	12.61754369

Notes: vehicles assumed to be gasoline-powered LDA,LDT1, and LDT2 vehicles.

Fuel Efficiency Rates

	value	units	source
daily VMT by passenger vehicle type			
LDA	51,047,689	miles/day	EMFAC2021-ER-202xClass-SanDiego
LDT1	4,560,456	miles/day	EMFAC2021-ER-202xClass-SanDiego
LDT2	22,504,538	miles/day	EMFAC2021-ER-202xClass-SanDiego
Total passenger vehicles	78,112,683	miles/day	summation
Percent breakdown by daily VMT by vehicle type			
LDA	65.4%	%	calculation
LDT1	5.8%	%	calculation
LDT2	28.8%	%	calculation
Total passenger vehicles	100.0%	%	calculation
Fuel Efficiency by passenger vehicle type			
LDA	27.50	miles/gal	calculation
LDT1	22.74	miles/gal	calculation
LDT2	21.92	miles/gal	calculation
Composite fuel efficiency of all passenger vehicles	25.62	miles/gal	sumproduct calculation
Fuel Efficiency of Haul Trucks	5.18	miles/gal	calculation

Source: EMFAC2021 (v1.0.0) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for F

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT
San Diego	2023	LDA	Aggregate	Aggregate	Gasoline	1187996.79	46861890.34
San Diego	2023	LDA	Aggregate	Aggregate	Diesel	6078.69765	189349.3018
San Diego	2023	LDA	Aggregate	Aggregate	Electricity	54726.4141	2588246.332
San Diego	2023	LDA	Aggregate	Aggregate	Plug-in Hyb	29516.9535	1408203.168
San Diego	2023	LDT1	Aggregate	Aggregate	Gasoline	133484.822	4546534.432
San Diego	2023	LDT1	Aggregate	Aggregate	Diesel	67.2334347	995.6320443
San Diego	2023	LDT1	Aggregate	Aggregate	Electricity	204.70193	8437.073155
San Diego	2023	LDT1	Aggregate	Aggregate	Plug-in Hyb	86.4510465	4488.739012
San Diego	2023	LDT2	Aggregate	Aggregate	Gasoline	556694.045	22178208.96
San Diego	2023	LDT2	Aggregate	Aggregate	Diesel	2034.38118	85740.49734
San Diego	2023	LDT2	Aggregate	Aggregate	Electricity	2060.07953	78826.80316
San Diego	2023	LDT2	Aggregate	Aggregate	Plug-in Hyb	3222.12783	161761.4623

RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

CVMT	EVMT	Trips	Energy Cor	NOx_RUNE	NOx_IDLEX	NOx_STRE	PM2.5_RU	PM2.5_IDL
46861890.34	0	5524322.04	0	0.04417	0	0.260582	0.001578	0
189349.3018	0	25988.3541	0	0.195716	0	0	0.016951	0
0	2588246.33	273411.264	999276.7	0	0	0	0	0
713916.1791	694286.989	145075.827	209695.4	0.003659	0	0.459349	0.000845	0
4546534.432	0	581821.243	0	0.183654	0	0.463003	0.002599	0
995.6320443	0	195.809938	0	1.546972	0	0	0.271266	0
0	8437.07316	976.699137	3257.407	0	0	0	0	0
2066.321888	2422.41712	424.906894	731.6422	0.003323	0	0.459349	0.000505	0
22178208.96	0	2596753.78	0	0.080877	0	0.357324	0.001623	0
85740.49734	0	9726.18341	0	0.057051	0	0	0.005958	0
0	78826.8032	10584.8585	30433.65	0	0	0	0	0
77473.81663	84287.6457	15836.7583	25457.38	0.003457	0	0.459349	0.000648	0

PM2.5_STF	PM2.5_PM	PM2.5_PM	PM10_RUN	PM10_IDLI	PM10_STR	PM10_PM	PM10_PM	CO2_RUNE	CO2_IDLEX
0.002006	0.002	0.002582	0.001716	0	0.002181	0.008	0.007376	304.3823	0
0	0.002	0.002624	0.017717	0	0	0.008	0.007498	256.4299	0
0	0.002	0.001529	0	0	0	0.008	0.004369	0	0
0.002105	0.002	0.001347	0.000919	0	0.00229	0.008	0.003848	153.6582	0
0.003156	0.002	0.003255	0.002827	0	0.003433	0.008	0.009301	366.7187	0
0	0.002	0.00369	0.283531	0	0	0.008	0.010544	451.797	0
0	0.002	0.001536	0	0	0	0.008	0.004389	0	0
0.001398	0.002	0.001359	0.000549	0	0.00152	0.008	0.003884	139.5235	0
0.001973	0.002	0.003107	0.001765	0	0.002145	0.008	0.008877	381.9072	0
0	0.002	0.00307	0.006227	0	0	0.008	0.008771	348.0913	0
0	0.002	0.001524	0	0	0	0.008	0.004355	0	0
0.001721	0.002	0.001354	0.000705	0	0.001872	0.008	0.003868	145.1622	0

CO2_STRE	CH4_RUNE	CH4_IDLE	CH4_STRE	N2O_RUNI	N2O_IDLE	N2O_STRE	ROG_RUNI	ROG_IDLE	ROG_STRE
71.38017	0.003121	0	0.072391	0.00487	0	0.033325	0.011954	0	0.333858
0	0.001771	0	0	0.040401	0	0	0.038132	0	0
0	0	0	0	0	0	0	0	0	0
74.11669	0.000492	0	0.148238	0.000449	0	0.05631	0.0019	0	0.736284
91.16309	0.010916	0	0.125735	0.012686	0	0.042449	0.049506	0	0.671555
0	0.016002	0	0	0.071181	0	0	0.344512	0	0
0	0	0	0	0	0	0	0	0	0
79.99469	0.000446	0	0.148049	0.000406	0	0.056153	0.001725	0	0.736284
90.30278	0.004112	0	0.086403	0.006716	0	0.038659	0.016304	0	0.403565
0	0.001265	0	0	0.054842	0	0	0.027224	0	0
0	0	0	0	0	0	0	0	0	0
86.39266	0.000464	0	0.148163	0.000423	0	0.056245	0.001795	0	0.736284

ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLE	TOG_STRE	TOG_HOTS	TOG_RUNI	TOG_DIUR	NH3_RUNE
0.094614	0.23412	1.466407	0.017441	0	0.365532	0.094614	0.23412	1.466407	0.033772
0	0	0	0.043411	0	0	0	0	0	0.0031
0	0	0	0	0	0	0	0	0	0
0.035059	0.030534	0.461953	0.002773	0	0.806139	0.035059	0.030534	0.461953	0.019539
0.217236	0.637547	3.519195	0.072225	0	0.735267	0.217236	0.637547	3.519195	0.036099
0	0	0	0.392204	0	0	0	0	0	0.0031
0	0	0	0	0	0	0	0	0	0
0.020909	0.018301	0.293133	0.002518	0	0.806139	0.020909	0.018301	0.293133	0.019334
0.090118	0.234961	1.480317	0.023789	0	0.441853	0.090118	0.234961	1.480317	0.034934
0	0	0	0.030993	0	0	0	0	0	0.0031
0	0	0	0	0	0	0	0	0	0
0.022276	0.020426	0.325146	0.00262	0	0.806139	0.022276	0.020426	0.325146	0.020069

CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
0.784446	0	3.223991	0.003009	0	0.000706
0.524788	0	0	0.00243	0	0
0	0	0	0	0	0
0.249513	0	5.410509	0.001519	0	0.000733
1.9184	0	6.337295	0.003625	0	0.000901
1.894686	0	0	0.004281	0	0
0	0	0	0	0	0
0.22656	0	5.410509	0.001379	0	0.000791
0.95141	0	3.762229	0.003776	0	0.000893
0.265012	0	0	0.003298	0	0
0	0	0	0	0	0
0.235717	0	5.410509	0.001435	0	0.000854

Appendix C

Special Status Species List

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
San Diego thorn-mint *Acanthomintha ilicifolia*	FT	SE	1B.1	Wetland. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Endemic to active vertisol clay soils of mesas and valleys. Usually on clay lenses within grassland or chaparral communities. 82–3100 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Nuttall's acmispon *Acmispon prostratus*			1B.1	Coastal dunes, coastal scrub. On sand dunes. 0–59 feet in elevation. Blooms March–June (July).	Not expected to occur. Suitable habitat is not present in the project site.
California adolphia *Adolphia californica*			2B.1	Chaparral, coastal sage scrub, valley and foothill grassland. From sandy/gravelly to clay soils within grassland, coastal sage scrub, or chaparral; various exposures. 148–2428 feet in elevation. Blooms December–May.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Shaw's agave *Agave shawii var. shawii*			2B.1	Coastal bluff scrub, coastal scrub. Coastal bluffs and slopes within coastal sage scrub. 33–394 feet in elevation. Blooms September–May.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego bur-sage *Ambrosia chenopodiifolia*			2B.1	Coastal scrub, mostly associated with maritime succulent scrub. Slopes of canyons in open succulent scrub usually with little herbaceous cover. 66–820 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Singlewhorl burrobrush *Ambrosia monogyra*			2B.2	Chaparral, Sonoran desert scrub. Sandy soils. 16–1558 feet in elevation. Blooms August–November.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego ambrosia *Ambrosia pumila*	FE		1B.1	Chaparral, coastal scrub, valley and foothill grassland. Sandy loam or clay soil; sometimes alkaline. In valleys; persists where disturbance has been superficial. Sometimes on margins or near vernal pools. 10–1903 feet in elevation. Blooms April–October.	Not expected to occur. Suitable habitat is not present in the project site.
Aphanisma *Aphanisma blitoides*			1B.2	Coastal bluff scrub, coastal dunes, coastal scrub. On bluffs and slopes near the ocean in sandy or clay soils. 10–1001 feet in elevation. Blooms February–June.	Not expected to occur. Suitable habitat is not present in the project site.
Del Mar manzanita *Arctostaphylos glandulosa* ssp. *crassifolia*	FE		1B.1	Chaparral. Sandy coastal mesas and ocean bluffs; in chaparral or Torrey pine forest. 98–1198 feet in elevation. Blooms December–June.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Dean's milk-vetch *Astragalus deanei*			1B.1	Chaparral, cismontane woodland, coastal scrub, riparian forest. Open, brushy south-facing slopes in Diegan coastal sage, sometimes on	Not expected to occur. The project site is outside the known elevation range for this species.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
				recently burned-over hillsides. 230–2608 feet in elevation. Blooms February–May.	
Coastal dunes milk-vetch *Astragalus tener* var. *titi*	FE	SE	1B.1	Coastal bluff scrub, coastal dunes, coastal prairie. Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. 3–148 feet in elevation. Blooms March–May.	Not expected to occur. Suitable habitat is not present in the project site.
Coulter's saltbush *Atriplex coulteri*			1B.2	Coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland. Ocean bluffs, ridgetops, as well as alkaline low places. Alkaline or clay soils. 7–1509 feet in elevation. Blooms March–October.	Not expected to occur. Suitable habitat is not present in the project site.
South coast saltscale *Atriplex pacifica*			1B.2	Alkali playa. Coastal scrub, coastal bluff scrub, playas, coastal dunes. Alkali soils. 3–1312 feet in elevation. Blooms March–October.	Not expected to occur. Suitable habitat is not present in the project site.
Golden-spined cereus *Bergerocactus emoryi*			2B.2	Coastal scrub, chaparral, closed-cone coniferous forest. Limited to the coastal belt. 10–1296 feet in elevation. Blooms May–June.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego goldenstar *Bloomeria clevelandii*			1B.1	Wetland. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Mesa grasslands, scrub edges; clay soils. Often on mounds between vernal pools in fine, sandy loam. 164–1526 feet in elevation. Blooms April–May.	Not expected to occur. The project site is outside the known elevation range for this species.
Orcutt's brodiaea *Brodiaea orcuttii*			1B.1	Ultramafic. Vernal pools, valley and foothill grassland, closed-cone coniferous forest, cismontane woodland, chaparral, meadows and seeps. Mesic, clay habitats; sometimes serpentine; usually in vernal pools and small drainages. 98–5299 feet in elevation. Blooms May–July.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Otay Mountain ceanothus *Ceanothus otayensis*			1B.2	Ultramafic. Chaparral. Metavolcanic or gabbroic soils. 246–3806 feet in elevation. Blooms January–April.	Not expected to occur. The project site is outside the known elevation range for this species.
Wart-stemmed ceanothus *Ceanothus verrucosus*			2B.2	Chaparral. 3–1247 feet in elevation. Blooms December–May.	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Orcutt's pincushion *Chaenactis glabriuscula* var. *orcuttiana*			1B.1	Coastal bluff scrub, coastal dunes. Sandy sites. 10–262 feet in elevation. Blooms January–August.	Not expected to occur. Suitable habitat is not present in the project site.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	FE	SE	1B.2	Marshes and swamps, coastal dunes, salt marsh, wetland. Limited to the higher zones of salt marsh habitat. 0–33 feet in elevation. Blooms May–October.	Not expected to occur. Suitable habitat is not present in the project site.
Orcutt's spineflower *Chorizanthe orcuttiana*	FE	SE	1B.1	Coastal scrub, chaparral, closed-cone coniferous forest. Sandy sites and openings; sometimes in transition zones. 10–410 feet in elevation. Blooms March–May.	Not expected to occur. Suitable habitat is not present in the project site.
Long-spined spineflower *Chorizanthe polygonoides* var. l*ongispina*			1B.2	Ultramafic. Chaparral, coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools. Gabbroic clay. 98–5052 feet in elevation. Blooms April–July.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
Delicate clarkia *Clarkia delicata*			1B.2	Ultramafic. Cismontane woodland, chaparral. Often on gabbro soils. 164–4462 feet in elevation. Blooms April–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Summer holly *Comarostaphylis diversifolia* ssp. *diversifolia*			1B.2	Chaparral, cismontane woodland. Often in mixed chaparral in California, sometimes post-burn. 98–3100 feet in elevation. Blooms April–June.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present in the project site.
San Diego sand aster *Corethrogyne filaginifolia* var. *incana*			1B.1	Coastal scrub, coastal bluff scrub, chaparral. Most sites are disturbed, so hard to tell. Possibly in disturbed sites and ecotones. 10–377 feet in elevation. Blooms June–September.	Not expected to occur. Suitable habitat is not present in the project site.
Del Mar Mesa sand aster *Corethrogyne filaginifolia* var. *linifolia*			1B.1	Chaparrall, coastal scrub, coastal bluff scrub. In coastal, shrubby communities on maritime sediments and conglomerates; in openings. 49–492 feet in elevation. Blooms May–September.	Not expected to occur. Suitable habitat is not present in the project site.
Snake cholla *Cylindropuntia californica* var. *californica*			1B.1	Chaparral, coastal scrub. 49–951 feet in elevation. Blooms April–May.	Not expected to occur. Suitable habitat is not present in the project site.
Otay tarplant *Deinandra conjugens*	FT	SE	1B.1	Coastal scrub, valley and foothill grassland. Coastal plains, mesas, and river bottoms; often in open, disturbed areas; clay soils. 197–902 feet in elevation. Blooms (April), May–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Orcutt's bird's-beak *Dicranostegia orcuttiana*			2B.1	Coastal scrub. Found in coastal scrub associations on slopes; also reported from intermittently moist swales, and in washes. 0–656 feet in elevation. Blooms (March), April–July (September).	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Orcutt's dudleya *Dudleya attenuata* ssp. *attenuata*			2B.1	Coastal scrub, coastal bluff scrub, chaparral. Rocky mesas, canyons, and ridges. 10–164 feet in elevation. Blooms May–July.	Not expected to occur. Suitable habitat is not present in the project site.
Blochman's dudleya *Dudleya blochmaniae* ssp. *blochmaniae*			1B.1	Coastal scrub, coastal bluff scrub, chaparral, valley and foothill grassland. Open, rocky slopes; often in shallow clays over serpentine or in rocky areas with little soil. 16–1476 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Short-leaved dudleya *Dudleya brevifolia*		SE	1B.1	Chaparral, coastal scrub. On Torrey sandstone soils; in pebbly openings. 98–410 feet in elevation. Blooms April–May.	Not expected to occur. Suitable habitat is not present in the project site.
Variegated dudleya *Dudleya variegata*			1B.2	Chaparral, coastal scrub, cismontane woodland, valley and foothill grassland. In rocky or clay soils; sometimes associated with vernal pool margins. 10–1903 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Sticky dudleya *Dudleya viscida*			1B.2	Coastal scrub, coastal bluff scrub, chaparral, cismontane woodland. On north and south-facing cliffs and banks. 33–1804 feet in elevation. Blooms May–June.	Not expected to occur. Suitable habitat is not present in the project site.
Palmer's goldenbush *Ericameria palmeri* var. *palmeri*			1B.1	Coastal scrub, chaparral. On granitic soils, on steep hillsides. Mesic sites. 16–2051 feet in elevation. Blooms (July), September–November.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego button-celery *Eryngium aristulatum* var. *parishii*	FE	SE	1B.1	Vernal pools, coastal scrub, valley and foothill grassland, wetland. San Diego mesa hardpan and claypan vernal pools and southern interior basalt flow vernal pools; usually surrounded by scrub. 49–2887 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Sand-loving wallflower *Erysimum ammophilum*			1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 0–197 feet in elevation. Blooms February–June.	Not expected to occur. Suitable habitat is not present in the project site.
Cliff spurge *Euphorbia misera*			2B.2	Coastal bluff scrub, coastal scrub, Mojavean desert scrub. Rocky sites. 10–1411 feet in elevation. Blooms December–August (October).	Not expected to occur. Suitable habitat is not present in the project site.
San Diego barrel cactus *Ferocactus viridescens*			2B.1	Chaparral, coastal scrub, valley and foothill grassland. Often on exposed, level or south-sloping areas; often in coastal scrub near crest of slopes. 10–1608 feet in elevation. Blooms May–June.	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Palmer's frankenia *Frankenia palmeri*			2B.1	Wetland. Coastal dunes, marshes (coastal salt), playas. 0–33 feet in elevation. Blooms May–July.	Not expected to occur. Suitable habitat is not present in the project site.
Mexican flannelbush *Fremontodendron mexicanum*	FE		1B.1	Ultramafic. Closed-cone coniferous forest, chaparral, cismontane woodland. Usually scattered along the borders of creeks or in dry canyons; found on gabbro, serpentine, or metavolcanics. 984–1608 feet in elevation. Blooms March–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Campbell's liverwort *Geothallus tuberosus*			1B.1	Coastal scrub, vernal pools. Liverwort known from mesic soil. 33–1969 feet in elevation. Blooms .	Not expected to occur. Suitable habitat is not present in the project site.
San Diego gumplant *Grindelia hallii*			1B.2	Meadows, valley and foothill grassland, chaparral, lower montane coniferous forest. Frequently occurs in low moist areas in meadows; associated species commonly include *Wyethia, Ranunculus, Sidalcea*. 607–5725 feet in elevation. Blooms May–October.	Not expected to occur. The project site is outside the known elevation range for this species.
Beach goldenaster *Heterotheca sessiliflora* ssp. *sessiliflora*			1B.1	Coastal dunes, coastal scrub, chaparral (coastal). Sandy sites. 0–16 feet in elevation. Blooms March–December.	Not expected to occur. Suitable habitat is not present in the project site.
Decumbent goldenbush *Isocoma menziesii* var. *decumbens*			1B.2	Coastal scrub, chaparral. Sandy soils; often in disturbed sites. 3–3002 feet in elevation. Blooms April–November.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego marsh-elder *Iva hayesiana*			2B.2	Alkali playa, wetland. Marshes and swamps, playas. Riverwashes. 3–1411 feet in elevation. Blooms April–October.	Not expected to occur. Suitable habitat is not present in the project site.
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*			1B.1	Alkali playa, wetland. Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 3–4511 feet in elevation. Blooms February–June.	Not expected to occur. Suitable habitat is not present in the project site.
Heart-leaved pitcher sage *Lepechinia cardiophylla*			1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland. 1706–4495 feet in elevation. Blooms April–July.	Not expected to occur. The project site is outside the known elevation range for this species.
Sea dahlia *Leptosyne maritima*			2B.2	Coastal scrub, coastal bluff scrub. Occurs on a variety of soil types, including sandstone. 16–607 feet in elevation. Blooms March–May.	Not expected to occur. Suitable habitat is not present in the project site.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Willowy monardella *Monardella viminea*	FE	SE	1B.1	Coastal scrub, chaparral, riparian forest, riparian scrub, riparian woodland. In canyons, in rocky and sandy places, sometimes in washes or floodplains; with *Baccharis, Iva*, etc. Alluvial, ephemeral washes with adjacent coastal scrub. 148–755 feet in elevation. Blooms June–August.	Not expected to occur. The project site is outside the known elevation range for this species and suitable habitat is not present on the project site.
Mud nama *Nama stenocarpa*			2B.2	Wetland. Marshes and swamps. Lake shores, river banks, intermittently wet areas. 16–1640 feet in elevation. Blooms January–July.	Not expected to occur. Suitable habitat is not present in the project site.
Spreading navarretia *Navarretia fossalis*	FT		1B.1	Alkali playa, wetland. Vernal pools, chenopod scrub, marshes and swamps, playas. San Diego hardpan and San Diego claypan vernal pools; in swales and vernal pools, often surrounded by other habitat types. 49–2789 feet in elevation. Blooms April–June.	Not expected to occur. Suitable habitat is not present in the project site.
Prostrate vernal pool navarretia *Navarretia prostrata*			1B.1	Wetland. Coastal scrub, valley and foothill grassland, vernal pools, meadows and seeps. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 10–4052 feet in elevation. Blooms April–July.	Not expected to occur. Suitable habitat is not present in the project site.
Coast woolly-heads *Nemacaulis denudata* var. *denudata*			1B.2	Coastal dunes. 0–328 feet in elevation. Blooms April–September.	Not expected to occur. Suitable habitat is not present in the project site.
Slender cottonheads *Nemacaulis denudata* var. *gracilis*			2B.2	Coastal dunes, desert dunes, Sonoran desert scrub. In dunes or sand. -164–1312 feet in elevation. Blooms (March), April–May.	Not expected to occur. The project site is outside the known elevation range for this species.
California Orcutt grass *Orcuttia californica*	FE	SE	1B.1	Vernal pools, wetland. 33–2165 feet in elevation. Blooms April–August.	Not expected to occur. Suitable habitat is not present in the project site.
Baja California birdbush *Ornithostaphylos oppositifolia*		SE	2B.1	Chaparral. Associated with *Ceanothus verrucosus* and *Salvia mellifera* in California. 180–2625 feet in elevation. Blooms January–April.	Not expected to occur. The project site is outside the known elevation range for this species.
Brand's star phacelia *Phacelia stellaris*			1B.1	Coastal scrub, coastal dunes. Open areas. 3–1312 feet in elevation. Blooms March–June.	Not expected to occur. Suitable habitat is not present in the project site.
Torrey pine *Pinus torreyana* ssp. *torreyana*			1B.2	Closed-cone coniferous forest, chaparral. On dry, sandstone slopes. 230–525 feet in elevation.	Not expected to occur. The project site is outside the known elevation range for this species.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
San Diego mesa mint *Pogogyne abramsii*	FE	SE	1B.1	Vernal pools, wetland. Vernal pools within grasslands, chamise chaparral, or coastal sage scrub communities. 230–640 feet in elevation. Blooms March–July.	Not expected to occur. The project site is outside the known elevation range for this species.
Otay Mesa mint *Pogogyne nudiuscula*	FE	SE	1B.1	Vernal pools, wetland. Dry beds of vernal pools and moist swales with *Eryngium aristulatum* var. *parishii* and *Orcuttia californica*. 443–541 feet in elevation. Blooms May–July.	Not expected to occur. The project site is outside the known elevation range for this species.
Nuttall's scrub oak *Quercus dumosa*			1B.1	Closed-cone coniferous forest, chaparral, coastal scrub. Generally on sandy soils near the coast; sometimes on clay loam. 49–1312 feet in elevation. Blooms February–April (May) (August).	Not expected to occur. Suitable habitat is not present in the project site.
Santa Catalina Island currant *Ribes viburnifolium*			1B.2	Chaparral, cismontane woodland. Among shrubs in canyons. 98–1001 feet in elevation. Blooms February–April.	Not expected to occur. Suitable habitat is not present in the project site.
Small-leaved rose *Rosa minutifolia*		SE	2B.1	Coastal scrub, chaparral. In the United States, on cobbly soil at the head of a small, dry canyon on Otay Mesa. 492–525 feet in elevation. Blooms January–June.	Not expected to occur. The project site is outside the known elevation range for this species.
Munz's sage *Salvia munzii*			2B.2	Coastal scrub, chaparral. Rolling hills and slopes, in rocky soil. 115–1886 feet in elevation. Blooms February–April.	Not expected to occur. Suitable habitat is not present in the project site.
Chaparral ragwort *Senecio aphanactis*			2B.2	Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. 66–2805 feet in elevation. Blooms January–April (May).	Not expected to occur. Suitable habitat is not present in the project site.
Salt Spring checkerbloom *Sidalcea neomexicana*			2B.2	Wetland. Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. 0–5020 feet in elevation. Blooms March–June.	Not expected to occur. Suitable habitat is not present in the project site.
Bottle liverwort *Sphaerocarpos drewei*			1B.1	Chaparral, coastal scrub. Liverwort in openings; on soil. 295–1969 feet in elevation.	Not expected to occur. The project site is outside the known elevation range for this species.
Purple stemodia *Stemodia durantifolia*			2B.1	Sonoran desert scrub. Sandy soils; mesic sites. 115–1263 feet in elevation. Blooms January–December.	Not expected to occur. Suitable habitat is not present in the project site.
Oil neststraw *Stylocline citroleum*			1B.1	Chenopod scrub, coastal scrub, valley and foothill grassland. Flats, clay soils in oil-producing areas. 164–1312 feet in elevation. Blooms March–April.	Not expected to occur. The project site is outside the known elevation range for this species.

Special-Status Plant Species Known to Occur in the Project Region and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Estuary seablite *Suaeda esteroa*			1B.2	Salt marsh, Wetland. Marshes and swamps. Coastal salt marshes in clay, silt, and sand substrates. 0–16 feet in elevation. Blooms May–October (January).	Not expected to occur. Suitable habitat is not present in the project site.
Parry's tetracoccus *Tetracoccus dioicus*			1B.2	Ultramafic. Chaparral, coastal scrub. Stony, decomposed gabbro soil. 541–3281 feet in elevation. Blooms April–May.	Not expected to occur. The project site is outside the known elevation range for this species.
California screw moss *Tortula californica*			1B.2	Chenopod scrub, valley and foothill grassland. Moss growing on sandy soil. 33–4790 feet in elevation.	Not expected to occur. Suitable habitat is not present in the project site.

Notes: CRPR = California Rare Plant Rank

1. Legal Status Definitions

Federal:

FE Endangered (legally protected by ESA)

FT Threatened (legally protected by ESA)

State:

SE Endangered (legally protected by CESA)

California Rare Plant Ranks:

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)

0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)

2. Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

Could occur: Suitable habitat is available; however, there are little to no other indicators that the species might be present.

Likely to occur: Suitable habitat is available and there have been nearby recorded occurrences of the species.

Sources: CNDDB 2020; CNPS 2020

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Amphibians and Reptiles				
Southern California legless lizard *Anniella stebbinsi*		SSC	Broadleaved upland forest, chaparral, coastal dunes, coastal scrub. Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.	Not expected to occur. There is no suitable habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	
California glossy snake *Arizona elegans occidentalis*		SSC	Patchily distributed from the eastern portion of San Francisco bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular Ranges south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	Not expected to occur. There is no suitable habitat in the project site.
Coastal whiptail *Aspidoscelis tigris stejnegeri*		SSC	Found in deserts and semiarid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.	Not expected to occur. There is no suitable habitat in the project site.
Green sea turtle *Chelonia mydas*	FT		Marine bay. Marine. Completely herbivorous; needs adequate supply of seagrasses and algae.	Not expected to occur. There is no suitable habitat in the project site.
Red-diamond rattlesnake *Crotalus ruber*		SSC	Chaparral, Mojavean desert scrub, Sonoran desert scrub. Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	Not expected to occur. There is no suitable habitat in the project site.
Baja California coachwhip *Masticophis fuliginosus*		SSC	In California restricted to southern San Diego County, where it is known from grassland and coastal sage scrub. Open areas in grassland and coastal sage scrub	Not expected to occur. There is no suitable habitat in the project site.
Coast horned lizard *Phrynosoma blainvillii*		SSC	Chaparral, cismontane woodland, coastal bluff scrub, coastal scrub, desert wash, pinyon and juniper woodlands, riparian scrub, riparian woodland, valley and foothill grassland. Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not expected to occur. There is no suitable habitat in the project site.
Coast patch-nosed snake *Salvadora hexalepis virgultea*		SSC	Coastal scrub. Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.	Not expected to occur. There is no suitable habitat in the project site.
Western spadefoot *Spea hammondii*		SSC	Cismontane woodland, coastal scrub, valley and foothill grassland, vernal pool, and wetlands. Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not expected to occur. There is no suitable habitat in the project site.
Two-striped gartersnake *Thamnophis hammondii*		SSC	Marsh and swamp, riparian scrub, riparian woodland, wetland. Coastal California from vicinity of Salinas to northwest Baja California. From sea to	Not expected to occur. There is no suitable habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			about 7,000 feet elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	
Birds*				
tricolored blackbird *Agelaius tricolor* (nesting colony)		ST SSC	Freshwater marsh, marsh and swamp, swamp, wetland. Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	Not expected to occur. Suitable nesting habitat is not present in the project site.
Burrowing owl *Athene cunicularia* (burrow sites)		SSC	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, and valley and foothill grassland. Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Not expected to occur. There is no suitable burrow habitat in the project site.
Swainson's hawk *Buteo swainsoni* (nesting)		ST	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	Not expected to occur. There is no suitable nesting habitat in the project site.
Coastal cactus wren *Campylorhynchus brunneicapillus sandiegensis* (nesting)		SSC	Coastal scrub. Southern California coastal sage scrub. Wrens require tall opuntia cactus for nesting and roosting.	Not expected to occur. There is no suitable nesting habitat in the project site.
Western snowy plover *Charadrius alexandrinus nivosus* (nesting)	FT	SSC	Great Basin standing waters, sand shore, wetland. Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	Not expected to occur. There is no suitable nesting habitat in the project site.
Northern harrier *Circus cyaneus* (nesting)		SSC	Coastal scrub, Great Basin grassland, marsh and swamp, riparian scrub, valley and foothill grassland, and wetlands. Coastal salt and fresh-water marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	Not expected to occur. There is no suitable nesting habitat in the project site.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT	SE	Riparian forest. Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with	Not expected to occur. There is no suitable nesting habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
(nesting)			cottonwoods, with lower story of blackberry, nettles, or wild grape.	
Yellow rail *Coturnicops noveboracensis* (year-round)		SSC	Freshwater marsh, meadow and seep. Summer resident in eastern Sierra Nevada in Mono County. Fresh-water marshlands.	Not expected to occur. There is no suitable nesting or wintering habitat in the project site.
Southwestern willow flycatcher *Empidonax traillii extimus* (nesting)	FE	SE	Riparian woodland. Riparian woodlands in Southern California.	Not expected to occur. There is no suitable nesting habitat in the project site.
American peregrine falcon *Falco peregrinus anatum* (nesting)	FD	SD FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Not expected to occur. There is no suitable nesting habitat in the project site. While the species could fly through or forage in or adjacent to the project site, this would be highly incidental.
Least bittern *Ixobrychus exilis* (nesting)		SSC	Marsh and swamp, wetlands. Colonial nester in marshlands and borders of ponds and reservoirs which provide ample cover. Nests usually placed low in tules, over water.	Not expected to occur. There is no suitable nesting habitat in the project site.
California black rail *Laterallus jamaicensis coturniculus* (nesting)		ST FP	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	Not expected to occur. There is no suitable nesting habitat in the project site.
Belding's savannah sparrow *Passerculus sandwichensis beldingi* (nesting)		SE	Marsh and swamp, wetlands. Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in *Salicornia* on and about margins of tidal flats.	Not expected to occur. There is no suitable nesting habitat in the project site.
California brown pelican *Pelecanus occidentalis californicus* (Nesting colony & communal roosts)	FD	SD FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.	Not expected to occur. There is no suitable nesting or roost habitat in the project site.
Coastal California gnatcatcher *Polioptila californica californica* (nesting)	FT	SSC	Coastal bluff scrub, coastal scrub. Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	Not expected to occur. There is no suitable nesting habitat in the project site.
Light-footed Ridgway's rail *Rallus obsoletus levipes* (year-round)	FE	SE FP	Marsh and swamp, salt marsh, wetland. Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans.	Not expected to occur. There is no suitable nesting or wintering habitat in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Yellow warbler *Setophaga petechia* (nesting)		SSC	Riparian forest, riparian scrub, riparian woodland. Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	Not expected to occur. There is no suitable nesting habitat in the project site.
California least tern *Sternula antillarum browni* (Nesting colony)	FE	SE FP	Alkali playa, wetland. Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	Not expected to occur. There is no suitable nesting habitat in the project site.
Least Bell's vireo *Vireo bellii pusillus* (nesting)	FE	SE	Riparian forest, riparian scrub, riparian woodland. Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, *Baccharis*, mesquite.	Not expected to occur. There is no suitable nesting habitat in the project site.
Fish				
Steelhead - southern California DPS *Oncorhynchus mykiss irideus* pop. 10	FE		Aquatic. South coast flowing waters. Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	Not expected to occur. The project site does not contain aquatic habitat.
Invertebrates				
Crotch bumble bee *Bombus crotchii*		SC	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia*, and *Eriogonum*.	Not expected to occur. The project site is developed land (i.e., pavement) and does not contain native vegetation and therefore does not provide suitable habitat for this species.
San Diego fairy shrimp *Branchinecta sandiegonensis*	FE		Chaparral, coastal scrub, vernal pool, wetland. Endemic to San Diego and Orange County mesas. Vernal pools.	Not expected to occur. There is no suitable habitat in the project site.
Quino checkerspot butterfly *Euphydryas editha quino*	FE		Chaparral, coastal scrub. Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties. Hills and mesas near the coast. need high densities of food plants *Plantago erecta*, *P. insularis, Orthocarpus purpurescens*	Not expected to occur. Suitable habitat, including food plants, is not present in the project site.
Hermes copper butterfly *Lycaena hermes*	FC		Chaparral, coastal scrub. Found in southern mixed chaparral and coastal sage scrub at western edge of Laguna Mountains. Host plant is *Rhamnus crocea*. Although *R. crocea* is widespread throughout the coast range, *Lycaena hermes* is not.	Not expected to occur. Suitable habitat, including the host plant, is not present in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Riverside fairy shrimp *Streptocephalus woottoni*	FE		Coastal scrub, valley and foothill grassland, vernal pool, wetland. Endemic to W RIV, ORA and SDG counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains. Hatch in warm water later in the season.	Not expected to occur. There is no suitable habitat in the project site.
Mammals				
Pallid bat *Antrozous pallidus*		SSC	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert scrub, upper montane coniferous forest, valley and foothill grassland. Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not expected to occur. The vacant portion of the Annex building could provide suitable bat roost habitat. However, pallid bat appears to be intolerant of most human land-use practices and is all but absent from urban and suburban areas, with only one roost of coastal pallid bat known from San Diego county (Tremor et al 2017). Therefore, because the project site is in an urban, developed area in proximity to the San Diego International Airport, the high level of high human disturbance likely precludes this species from occurring in the project site.
Dulzura pocket mouse *Chaetodipus californicus femoralis*		SSC	Chaparral, coastal scrub, valley and foothill grassland. Variety of habitats including coastal scrub, chaparral and grassland in San Diego County. Attracted to grass-chaparral edges.	Not expected to occur. Suitable habitat is not present in the project site.
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*		SSC	Chaparral, coastal scrub. Coastal scrub, chaparral, grasslands, and sagebrush in western San Diego County. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.	Not expected to occur. Suitable habitat is not present in the project site.
Mexican long-tongued bat *Choeronycteris mexicana*		SSC	Pinyon and juniper woodlands, riparian scrub, Sonoran thorn woodland. Occasionally found in San Diego County, which is on the periphery of their range. In San Diego, this species mostly occurs during fall and winter. Feeds on nectar and pollen of night-blooming succulents and nonnative plants used for landscaping. Roosts in relatively well-lit caves, and in and around buildings.	May occur. The Annex building could provide low-quality artificial, temporary roost habitat.
Spotted bat *Euderma maculatum*		SSC	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Roosts in high rocky cliffs near wide expanses of open habitat.	Not expected to occur. Spotted bat is a rare species in California and elsewhere. Suitable roost and foraging habitat are not present in the project site. Few observations of spotted bat roosting on the outside of buildings in San Diego county may have been from temporary roosting situations (Tremor et al 2017).
Western mastiff bat *Eumops perotis californicus*		SSC	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Many open, semi-arid	Not expected to occur. Suitable roost and foraging habitat are not present in the project

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in steep rocky cliffs, rock quarries, areas with large granitic boulders and occasionally tall buildings. Requires a clear vertical drop of at least 9 feet below its roost entrance for flight.	site. Western mastiff bat rarely roosts in palm trees in San Diego county but likely only on a temporary basis during local migrations or after a night of foraging (Tremor et al 2017). Western mastiff bat may forage in the project vicinity and use the palm trees in the project site as stopover or temporary roost habitat, but this would be limited and highly incidental. This species is unlikely to roost long-term in the project site due to lack of suitable habitat.
Western red bat *Lasiurus blossevillii*		SSC	Cismontane woodland, lower montane coniferous forest, riparian forest, riparian woodland. Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Not expected to occur. Suitable roost and foraging habitat are not present in the project site. May forage in the project vicinity (riparian areas along the San Diego River or wooded urban parks or neighborhoods) and use trees or shrubs in the project site as stopover or temporary roost habitat but this would be limited and highly incidental. This species is unlikely to roost long-term in the project site due to lack of preferred wooded habitat and roost trees.
Western yellow bat *Lasiurus xanthinus*		SSC	Desert wash. Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in foliage, particularly in the skirts of dead fronds around the trunks of untrimmed palm trees. Forages over water and among trees. Appears to be expanding its range into developed areas, including rural and suburban environments with planted palms and artificial water sources.	Not expected to occur. Western yellow bat is an uncommon species in California and a rare vagrant in some parts of the San Diego urban area (Stokes, pers. comm. 2020). May forage in the project vicinity (riparian areas along the San Diego River) and use palm trees in the project site as stopover or temporary roost habitat but this would be limited and highly incidental. This species is unlikely to roost long-term in the project site due to the urban environment and lack of preferred habitat.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*		SSC	Coastal scrub. Intermediate canopy stages of shrub habitats and open shrub / herbaceous and tree / herbaceous edges. Coastal sage scrub habitats in Southern California.	Not expected to occur. Suitable habitat is not present in the project site.
San Diego desert woodrat *Neotoma lepida intermedia*		SSC	Coastal scrub. Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops and rocky cliffs and slopes.	Not expected to occur. Suitable habitat is not present in the project site.
Pocketed free-tailed bat *Nyctinomops femorosaccus*		SSC	Joshua tree woodland, pinyon and juniper woodlands, riparian scrub, Sonoran desert scrub. Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, and desert riparian. Roosts in crevices and	Not expected to occur. Suitable roost habitat is not present in the project site.

Table 4.3-3 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			fractures in steep rocky cliff faces, rocky outcrops, and abandoned quarries.	
Big free-tailed bat *Nyctinomops macrotis*		SSC	Low-lying arid areas in Southern California. Roosts primarily in crevices and fractures in steep rocky cliff faces, rock outcrops, and abandoned quarries. Occasionally found roosting in or on tall structures. Feeds principally on large moths.	Not expected to occur. Suitable roost habitat is not present in the project site and no colonies of this species have been found in San Diego county, where it is likely a migrant to or through the area (Tremor et al 2017).
Pacific pocket mouse *Perognathus longimembris pacificus*	FE	SSC	Coastal scrub. Inhabits the narrow coastal plains from the Mexican border north to El Segundo, Los Angeles County. Seems to prefer soils of fine alluvial sands near the ocean, but much remains to be learned.	Not expected to occur. Suitable habitat is not present in the project site.
American badger *Taxidea taxus*		SSC	Alkali marsh, alkali playa, alpine, alpine dwarf scrub, bog a fen, brackish marsh, broadleaved upland forest, chaparral, chenopod scrub, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie. Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not expected to occur. Suitable habitat is not present in the project site.

Notes: CNDDB = California Natural Diversity Database; DPS = distinct population segment: ESU = evolutionarily significant unit.

*Because the distribution and abundance of individual bird species varies seasonally, the season, or life phase, during which the species is of conservation concern in California is provided in parentheses beneath the bird species scientific name. There is potential for any of these bird species to fly over or pass through the project site, however, these species would not necessarily be nesting on or otherwise residing on the project site during the season or life phase when the species is of conservation concern in California.

[1] Legal Status Definitions

Federal:

FE Endangered (legally protected)
FT Threatened (legally protected)
FD Delisted
MMPA Marine Mammal Protection Act

State:

FP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SD Delisted
SE Endangered (legally protected)
ST Threatened (legally protected)

[2] Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available; however, there are little to no other indicators that the species might be present.

Likely to occur: Suitable habitat is available and there have been nearby recorded occurrences of the species.

Sources: CNDDB 2020; eBird 2020; Stokes, pers. comm. 2020; Tremor et. al. 2017

References:

Stokes, Drew. Field Biologist. San Diego Natural History Museum, San Diego, CA. August 11, 2020—telephone conversation to Pam Brillante of Ascent Environmental regarding special-status bats in San Diego.

Tremor, S., D. Stokes, W. Spencer, J. Diffendorfer, H. Thomas, S. Chivers, P. Unitt. 2017 (August). *San Diego County Mammal Atlas*. San Diego, CA: San Diego Natural History Museum.

Appendix D

Historic Resources Evaluation Report

Historic Resource Evaluation Report

for the

STAY OPEN San Diego Hotel Project

Prepared for:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA

March 2021

Historic Resource Evaluation Report

for the

STAY OPEN San Diego Hotel Project

Prepared By:

Ascent Environmental, Inc.

Alta Cunningham, M.A.
1230 Columbia Street, Suite 440
San Diego, CA 92101

Prepared For:

San Diego Unified Port District

Anna Buzaitis, Program Manager, Planning & Green Port
3165 Pacific Highway, San Diego, CA
619.458.5519
abuzaiti@portofsandiego.org

March 2021

TABLE OF CONTENTS

Section Page

1 INTRODUCTION 1
1.1 Project Description 1
1.2 Study Location 1
1.3 Regulatory Context 2

2 STUDY METHODS 7
2.1 Records Search and Literature Review 7
2.2 Field Methods 9

3 HISTORIC OVERVIEW 9
3.1 American Period 9
3.2 Development of the Aerospace Industry in San Diego 11
3.3 Architects and Architectural Styles 13

4 HISTORICAL RESOURCE EVALUATION 16
4.1 Administration Building 16
4.2 Budget Rental Building 17

5 CONCLUSIONS AND RECOMMENDATIONS 20

6 REFERENCES 20

Appendices

A Record Search Results
B DPR Forms

Figures

Figure 1-1 Regional Location 3
Figure 1-2 Historical Resources Study Area 4

Tables

Table 1 Previous Reports Identified Within the Study Area 7
Table 2 Previous Resource Identified Within the Study and Buffer Areas 8

EXECUTIVE SUMMARY

Purpose and Scope:

Ascent was retained by the San Diego Unified Port District to conduct this Historical Resource Evaluation Report for the STAY OPEN San Diego hotel project. The historical resources study area consists of the single historic-period building on the project development site and the adjacent historic-period building to the north.

Ascent inventoried and evaluated the properties under the criteria of the California Register of Historical Resources, the National Register of Historic Places, and the City of San Diego Register in order to determine if the project has the potential to cause a substantial adverse change to historical resources under CEQA. The documentation complies with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Conclusion and Recommendations:

As described in detail in this report and on the accompanying Department of Parks and Recreation series form addressing the properties, this analysis finds that the buildings do not appear to meet the criteria for listing on any of the registers, and do not appear to be a historical resource for the purposes of CEQA, because of a lack of significance and compromised physical integrity that precludes direct association to the historic period.

Personnel Qualifications:

Alta Cunningham has over 19 years of experience in the environmental consulting field. Her experience as an architectural historian includes archival research, historic building and structure surveys and evaluations, evaluating project for consistency with the Secretary of the Interior's Standards, and cultural resources documentation for NEPA and CEQA projects ranging from single building evaluations to district-wide surveys for CEQA, PRC 5024, and Section 106 compliance documents. Alta has completed evaluations for higher education facilities, California's correctional facilities, pre and post-World War II residential and commercial buildings, agricultural properties, and water conveyance systems. Alta received her Bachelor of Science in History from the University of California, Davis, and a Master of Arts in Historic Preservation from the Savannah College of Art and Design. She meets the Secretary of the Interior's Professional Qualification Standards for architectural history and history.

Emilie Zelazo has 16 years of environmental compliance and cultural resource management experience in California, Arizona, and the Great Basin. Her experience includes NEPA and CEQA document preparation, as well as cultural resources technical document preparation and oversight for CEQA, PRC 5024, and Section 106 compliance documents. Emilie has field and reporting experience in the Central Valley, Sierra Nevada foothills, San Francisco Peninsula, Southern California, and the Great Basin, as well as in parts of Nevada and southwestern Arizona. She has worked in coordination with various government agencies including the National Park Service, Bureau of Land Management, US Forest Service, US Army Corps of Engineers, Federal Aviation Agency, Federal Highways Administration, US Department of the Army, and California Department of Transportation (Caltrans). Emilie meets the Secretary of the Interior's Standards for both archaeology and architectural history.

1 INTRODUCTION

The San Diego Unified Port District (District) retained Ascent Environmental (Ascent) to complete a Historical Resource Evaluation Report (HRER) for the STAY OPEN San Diego hotel (project). STAY OPEN San Diego, LLC, as the project proponent, proposes to develop the existing District Annex Building and associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel.

Ascent conducted this HRER in compliance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This HRER details the methods and results of the study, which consisted of an archival review, field survey, and research of comparative studies, in support of the evaluation of the property.

1.1 PROJECT DESCRIPTION

STAY OPEN San Diego, LLC (STAY OPEN), as the Project proponent, proposes to develop the southern half of the existing San Diego Unified Port District (District) Annex Building (Annex Building) and part of the associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel (Project). The Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and approximately 49,000 square foot landscaped parking area and would include the following components:

- A lobby indoor/outdoor bar and café with tables and benches.
- A rooftop restaurant and bar with tables and benches.
- Lower cost overnight accommodation options including PODs in shared rooms, beds in private rooms with and without bathrooms, and shared bathroom facilities.
- Parking stalls for hotel and restaurant guests, overnight campervan rentals, and designated parking for shared transportation vehicles including scooters and bicycles.

The Project would renovate the rooftop and an unused and vacant portion of the existing Annex Building to develop the STAY OPEN hotel. Existing walls, decking, and foundation would be demolished within the vacant portion of the Annex Building and micro piledriving would occur along the exterior of the structure. A second story would be added to the rooftop of the Annex Building and the existing roof would be extended on the west and south sides to increase the building area. The maximum building height would not be more than 50 feet above the current top of the floor slab of the Annex Building, including the elevator penthouse and approximately 10-foot elevator cars. The District's existing office space within the Annex Building would not be included in the Project.

Building materials for the hotel would consist of concrete, steel, and glass. All hardscaping, roofing, and deck materials would be constructed using light-colored and reflective material to reduce heat buildup in the building and reduce the heat island effect. Santa Barbara thru-color finish stucco would be painted on the exterior to match the existing concrete exterior of the Annex Building. The atrium skylight and all windows would be made from clear, low-e, low-reflectance glass in an aluminum storefront system painted to match the structural steel of the building. The vertical aluminum fins shown on the west elevation would be painted dark brown to match the metal used on the windows and atrium.

1.2 STUDY LOCATION

The project site is located in the City of San Diego, north of Downtown San Diego and south of Old Town (see Figure 1-1). The site is bordered to the west by the San Diego International Airport and to the east by light rail and Union Pacific railroad tracks and Interstate 5 to the east. North San Diego Bay is located approximately 0.6-mile southwest.

The project is located within Planning Subarea 29 in Planning District 2 (Harbor Island/Lindbergh Field) of the certified Port Master Plan (San Diego Unified Port District 2020). Lindbergh Field includes the transportation hub of San Diego International Airport and is oriented towards commercial and industrial uses. Planning Subarea 29 contains primarily airport related commercial uses, including car rental, offices, private general aviation services, restaurants, government offices, service stations, flight food preparation, and aircraft maintenance uses.

Ascent has prepared this HRER to comply with CEQA documentation for the project. The historical resources study area (see Figure 1-2) consists of the single building on the project development site (former Budget Rental Building) and the adjacent building to the north (Port Administration Building).

1.3 REGULATORY CONTEXT

1.3.1 Federal

NATIONAL HISTORIC PRESERVATION ACT

Historic properties are protected through the National Historic Preservation Act (NHPA) of 1966 (16 USC 470f) and its implementing regulations (16 USC 470 et seq., 36 CFR 800, 36 CFR 60, and 36 CFR 63). The NHPA establishes the federal government's policy on historic preservation and the programs, including the National Register of Historic Places (National Register), through which that policy is implemented. Under the NHPA, historic properties include "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places" (16 USC 470w (5)).

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

   Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

   Criterion B Is associated with the lives of persons significant in the past (persons).

   Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

   Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. **Location** is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property that illustrates the character of the place. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. **Association** is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Source: Adapted by Ascent Environmental in 2021

Figure 1-1 Regional Location

Source: Adapted by Ascent Environmental in 2021

Figure 1-2 Historical Resources Study Area

1.3.2 State

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

All properties in California that are listed in or formally determined eligible for listing in the NRHP are eligible for listing in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historic resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria for significance:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A property must have both significance and integrity to be considered eligible for listing in the CRHR. Loss of integrity, if sufficiently great, will overwhelm the historical significance of a resource and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible. Integrity is evaluated by regarding the property's retention of its location, design, setting, workmanship, materials, feeling, and association to its period of significance. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven factors and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires public agencies to consider the effects of their actions on "historical resources," and "unique archaeological resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

1.3.3 Local

SAN DIEGO REGISTER OF HISTORIC RESOURCES

The Historical Resources Guidelines of the City of San Diego's Land Development Manual identifies the criteria under which a resource may be historically designated. It states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated a historic resource by the City of San Diego Historical Resources Board if it meets one of the following designation criteria:

A. Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development; or

B. Identified with persons or events significant in local, state, or national history; or

C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship; or

D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman; or

E. Is listed or has been determined eligible by the National Park Service for listing in the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office for listing in the California Register of Historical Resources; or

F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

In addition to meeting one or more of the above criteria, a City of San Diego Register-eligible property must also retain sufficient integrity to convey its significance. Although the City's municipal code does use a 45-year threshold to review properties, which may be adversely impacted by development, a property need not be 45 years of age to be eligible for listing on the City's register.

The City's historic preservation program provides for the designation of individually significant resources as well as historic districts. A historic district is defined by the City's municipal code as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one or more architectural periods or styles in the history and development of the City."

2 STUDY METHODS

2.1 RECORDS SEARCH AND LITERATURE REVIEW

Ascent obtained a cultural resources records search form the South Coastal Information Center (SCIC), which is located at San Diego State University and is part of the California Historical Resources Information System. The records search and literature review provides for identification of previously documented archaeological and architectural resources within and near the project site and is useful for developing a context to frame assessments of resource significance. The SCIC reported results of the record search on December 3, 2020, which revealed that the buildings have not been previously identified as historical resources (see Appendix A).

The records search revealed that a total of 33 cultural resources surveys have been conducted within a quarter-mile radius of the historic resources study area. Of these, 10 have covered at least some portion of the study area (Table 1). Within a quarter-mile radius of the study area, the record search revealed the presence of 35 previously recorded cultural resources (Table 2); all are historic period resources. Only one previously recorded resource is located within the project area; resource P-37-015554 is the footbridge that crosses over the Pacific Highway from the Budget Building on the project site.

Table 1 Previous Reports Identified Within the Study Area

Report Number	Author	Year	Title
SD-03461	Carolyn Kyle and Roxana L. Phillips	1998	Cultural Resource Constraint Study for the North Bay Redevelopment Project City of San Diego, California
SD-04867	KEA Environmental	1996	General Dynamic Facilities Demolition Project: Final EIR
SD-08451	Ray Brandes	1981	Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981
SD-10825	Various	None listed	General Dynamics Facilities, 3302 Pacific Highway, San Diego, Ca
SD-11955	Steve Kim	2008	Proposed Federal Aviation Administration (FAA) Airport Surface Detection Equipment Model X (Asde-X) Upgrade System to Serve San Diego International Airport (SAN), San Diego, California
SD-14740	City of San Diego	2014	Sewer Group Job 743
SD-15065	Carole Denardo, Rachael Greenlee, and Caprice Harper	2012	Mid-Coast Corridor Transit Project: Archaeological Survey Report, San Diego, California
SD-15066	SANDAG	2013	Mid-Coast Corridor Transit Project: Historic Property Effects Report
SD-17661	Brian Williams	2019	Archaeological Resources Monitoring Results for Construction of San Diego Gas & Electric's Vine Substation Project, San Diego County, California
SD-17800	Brian Williams	2019	Final Archaeological Resources Monitoring Results for Construction of San Diego Gas & Electric's Vine Substation Project, San Diego County, California

Table 2 Previous Resource Identified Within the Study and Buffer Areas

Primary Number	Age	Associated Report	Attribute Codes
P-37-013747	Historic	SD-03461	AH04 (Privies/dumps/trash scatters); AH10 (Machinery); AH16 (Other) - industrial dump
P-37-015531	Historic	SD-16448	HP08 (Industrial building)
P-37-015534	Historic		HP08 (Industrial building) - Major Parts Assembly Building No. 4, Consolidated Aircraft Plant No. 1
P-37-015535	Historic		HP08 (Industrial building) - Building 8, Final Finish Building, Consolidated Aircraft Plant No. 1
P-37-015537	Historic		HP11 (Engineering structure) - Northern Footbridge, Consolidated Aircraft Plant No. 1
P-37-015538	Historic		HP08 (Industrial building) - Building 1, Other Manufacturing Building, Consolidated Aircraft Plant No. 1
P-37-015539	Historic		HP08 (Industrial building) - Building 5, Experimental Building, Consolidated Aircraft Plant No. 1
P-37-015540	Historic		HP08 (Industrial building) - Building 6, Woodmill, Consolidated Aircraft Plant No. 1
P-37-015541	Historic		HP08 (Industrial building) - Building 14, Office Building, Consolidated Aircraft Plant No. 1
P-37-015542	Historic		HP08 (Industrial building) - Building 15, First Aid Facilities, Consolidated Aircraft Plant No. 1
P-37-015543	Historic		HP08 (Industrial building) - Building 16, Office Building, Consolidated Aircraft Plant No. 1
P-37-015544	Historic		HP08 (Industrial building) - Building 17, Fire Station, Consolidated Aircraft Plant No. 1
P-37-015546	Historic		HP08 (Industrial building) - Building 28, Security Building, Consolidated Aircraft Plant No. 1
P-37-015548	Historic		HP08 (Industrial building) - Building 35, Wind Tunnel, Consolidated Aircraft Plant No. 1
P-37-015540	Historic		HP08 (Industrial building) - Building 40, Convair Prototype Test Shop
P-37-015554	Historic		HP11 (Engineering structure) - Southern Footbridge, Consolidated Aircraft Plant No. 1
P-37-021002	Historic	SD-18437	HP03 (Multiple family property)
P-37-021006	Historic		HP02 (Single family property)
P-37-021007	Historic		HP02 (Single family property)
P-37-021008	Historic		HP02 (Single family property)
P-37-021009	Historic		HP02 (Single family property)
P-37-021010	Historic		HP02 (Single family property)
P-37-021022	Historic		HP02 (Single family property)
P-37-021023	Historic		HP02 (Single family property)
P-37-021024	Historic		HP02 (Single family property)
P-37-024258	Historic	SD-18165	AH04 (Privies/dumps/trash scatters); AH06 (Water conveyance system)
P-37-033557	Historic	SD-17576	AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)
P-37-034303	Historic		HP08 (Industrial building)
P-37-034304	Historic		HP08 (Industrial building)
P-37-034318	Historic		HP08 (Industrial building); HP14 (Government building) - Consolidated Aircraft Company Plant 17, Air Force Plant 17 Engineering Laboratory
P-37-037090	Historic	SD-17605	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) – isolate
P-37-037091	Historic	SD-17605	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) – isolate
P-37-037104	Historic	SD-16830	HP02 (Single family property)
P-37-037797	Historic		AH07 (Roads/trails/railroad grades) - railway
P-37-037801	Historic		AH04 (Privies/dumps/trash scatters) - trash deposit

Additionally, the City of San Diego's Planning Department website has a collection of historic context statements (found at https://www.sandiego.gov/planning/programs/historicpreservationplanning/contexts). The *Midway – Pacific Highway Community Plan Area Historic Resources Survey Report* (City of San Diego 2017) covers the historical resources study area for the project. This report identifies the Port Administration Building as potentially significant for its association with the expansion of Consolidated Aircraft during World War II (WWII). The report concludes that the building needs further evaluation in the context of "Military, Aerospace, and Related Industrial Development and Post-war Commercial and Residential Development," also presented in the report.

2.2 FIELD METHODS

Field work for the project was conducted on November 12, 2020. Field work was undertaken by Architectural Historian Alta Cunningham, who meets the Secretary of the Interior Professional Qualification Standards for Architectural History and History. The building was subject to written documentation on appropriate Department of Parks and Recreation (DPR) 523 forms and photography that documented the building's major characteristics, character defining features, and notable alterations. In addition, survey included overview documentation of the adjacent urban surroundings in order to properly situate the substation within the surrounding urban context.

The results of this are detailed below, and DPR forms are compiled in Appendix B.

3 HISTORIC OVERVIEW

3.1 AMERICAN PERIOD

In 1822 Mexico won its independence from Spain and San Diego became part of the Mexican Republic. When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the Americans, while other prominent families opposed the United States invasion. The resistance was defeated in two small battles near Los Angeles and effectively ended by January 1847. The United States assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848. On February 18, 1850, the California State Legislature formally organized San Diego County (City of San Diego 2017:14).

In the 1850s when the first attempt was made to build a city on the present area of Downtown, a group of Old Town citizens bought the land to the south of Old Town and established a rival subdivision closer to the bay. The portion of the land that was subdivided and laid out into streets, squares, blocks, and lots was designated Middletown. The Pacific Highway corridor occupies the other, undivided portions referred to as the reservations and the tidelands. The development of Middletown, as well as Old Town, was stymied by a severe drought, followed by the onset of the Civil War. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town (City of San Diego 2017:15).

Alonzo Horton's development of New Town in 1867 began to swing the community focus away from Old Town and began the urbanization of San Diego. He purchased 800 acres and began an aggressive promotional campaign, offering free lots to anyone who would build a house worth $500 on it. Horton's successful promotion attracted other speculators and developers to San Diego, and within the next five years 15 new subdivisions were laid out around Horton's Addition. 1868 and 1869 were boom years, with steady growth over the next four years until the economic panic of 1873. Population dropped to 1,500 in 1875, but then rebounded. San Diego's civic leaders continued to focus on the development of the railroad. Construction of the Santa Fe Railroad began in 1880 and the first trains arrived in San Diego in 1882, leading to a period of renewed and steady growth (City of San Diego 2017:15).

Another boom resulted in a full-fledged land investment and speculation frenzy, which created 30 new real estate tracts county-wide by 1888 and a population of 35,000. The boom resulted in over $10 million in new improvements, including paving, electrical streetlights and railways, sewage systems, and new construction before ending suddenly when the bottom fell out of the real estate market in the spring of 1888. By the 1890's the city's population settled to around 17,000 (City of San Diego 2017:16).

Attempts at development of the Midway - Pacific Highway Community Plan Area floundered because of the swamp-like conditions. Historically, the Midway area was part of the San Diego River delta; the San Diego River switched back and forth between emptying into Mission Bay and emptying through the Midway area into the San Diego Bay. The silt it carried built sand bars and eventually blocked channels. To protect the main harbor from these deposits, the U.S. Army Corps of Engineers decided to make the Mission Bay route of the river permanent, and a dike was engineered and constructed (City of San Diego 2017:16).

The forces that shaped the development of the Midway - Pacific Highway Community Plan Area during the late 19th and early 20th centuries were transportation improvements and early industries as well as the presence of the airport and military. Yet large sections of the area remained undeveloped. During World War II, areas along Pacific Highway were used for numerous defense industries. The post-war development of the area mainly consisted of small warehouses and commercial buildings that sprang up in a rather haphazard fashion (City of San Diego 2017:17).

3.1.1 Military, Aerospace, and Related Industrial Development

Military presence in San Diego began in 1901 with the establishment of the Navy Coaling Station in Point Loma. Soon after, local businessman William Kettner headed the program to welcome Theodore Roosevelt's "Great White Fleet" to San Diego harbor in April 1908 as it completed a circumnavigation of the world. Kettner recognized the benefit of a military presence in San Diego, which would bring federal resources and national attention to the city. Dredging of San Diego's harbor was urgently needed to enable large ships to enter. Upon his election to Congress in 1912, Kettner convinced George Dewey, Admiral of the Navy, that the dredging of the bay would be advantageous to the Navy. With Dewey's endorsement, the Senate Commerce Committee came forth with several large appropriations for San Diego. Kettner brought high-ranking government officials from all over the United States to san Diego, including Franklin D. Roosevelt and Navy Major General George Barnett. Kettner convinced Barnett that the ideal location for a new Marine base would be in Dutch Flats south of present-day Barnett Avenue and Pacific Highway. Together Kettner and Barnett convinced Roosevelt, who was already enthusiastic about San Diego as the location for a new Naval Training Center. Both the Naval Training Center and the Marine Corps Recruit Depot were built in the early 1920s after dredging of the bay was complete (City of San Diego 2017:20-21).

As described in more detail below, under "Development of the Aerospace Industry in San Diego," the City of San Diego passed a bond issue in 1928 for construction of a two-runway municipal airport. Charles Lindbergh encouraged the idea and agreed to lend his name to it. Dedicated on August 16, 1928, it was called San Diego Municipal Airport – Lindbergh Field. The airport was the first federally certified airport to serve all types of aircraft, including seaplanes. The original terminal was located on the northeastern side of the field, along Pacific Highway. WWII brought significant change to the airfield when the Army Air Corps took it over in 1942 to support the war effort. The infrastructure of the airport was improved to handle the heavy bombers being manufactured in the region during the war. This transformation, including the 8,750-foot runway, made the airport ready long before jet passenger plans came into widespread service. After the war, commercial air service at Lindbergh Field expanded rapidly. In 1960, Lindbergh Field gained its first jet service (City of San Diego 2017:21-22).

As part of the national defense buildup for WWII, San Diego's population soared due to a massive influx of military personnel and defense workers. The population of San Diego County grew from 289,348 in 1940 to over 400,000 in 1945. The impact of the population growth affected housing, transportation, and schools. The City attempted to assist in the search for homes by developing a Defense Housing Commission, which listed available vacancies within the area. The City also lifted ordinances against rooming houses in residential zones, but nothing could meet the continuous immigration of defense workers. In 1940, the federal government passed the Lanham Act, which appropriated $150 million to the Federal Works Agency to provide massive amounts of housing in congested defense industry centers. In 1943, the Federal Public Housing Agency took bids for the construction of 3,500 temporary dwelling units. By May of 1944, 1,100 units were ready for occupancy. Although the buildings were only intended to last for two years, some remained for 20 (City of San Diego 2017:23).

3.2 DEVELOPMENT OF THE AEROSPACE INDUSTRY IN SAN DIEGO

The development of the aerospace industry in San Diego began when T. Claude Ryan opened a flying school in 1922. The newly established Ryan Airlines, located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue, developed some of the most creative designs in aviation history, including a M-1 monoplane used for delivering mail. Charles Lindbergh tested the Spirit of St. Louis, a Ryan M-2, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Inspired by Lindbergh's historic flight, the city of San Diego constructed a two-runway airport, San Diego Municipal Airport – Lindbergh Field, which was dedicated on August 16, 1928 (City of San Diego 2017:21).

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft (Consolidated). The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. In 1935, Fleet made the decision to move the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field (City of San Diego 2017:22). Plans for the new plant facility were developed in 1934 and consisted of a 300- by 1500-foot factory with a Spanish architectural design. The Spanish design gave way to a more practical metal walled design. Bids for construction were requested in December 1934; Consolidated hired B. O. Larsen, general contractor of San Diego, to oversee the actual construction. Work commenced on May 26, 1935 and was one of the largest construction projects in San Diego at the time (San Diego Unified Port District 1996:B14).

In mid-August 1935, Consolidated closed their Buffalo plant, packed up 157 box cars of equipment, planes, and parts. Over 400 employees also made the move to San Diego. On October 20, 1935, the plant was officially dedicated with a day-long event. The city of San Diego rolled out the welcome mat for Consolidated, with 30,000 residents flocking to the airport for the ceremony. Consolidated also brought two of its largest production contracts; the first was a $1.9 million contract for 50 Army pursuit planes and the second $6.5 million contract was for 60 of the newly designed Navy flying boats, or PBYs. At the dedication, the plant had 874 employees; the number rapidly increased to over 1,500 by February 1936 (San Diego Unified Port District 1996:B15; San Diego Air and Space Museum 2021).

Consolidated management quickly realized that the new plant was not large enough to deal with the 60 PBY order. The realization was compounded when an order for the experimental XPB2Y-1 plane came in, requiring a secured 96,380 square foot design and assembly building due to the experimental nature of the plane. The expansion, completed in November 1936, resulted in an increase of floor space by 75 percent. New contracts for PBYs for South America and an additional 50 PBYs for the Navy quickly filled the new additions of the plant. In October 1936, the plant was employing over 3,000 workers. By January 1937, the numbers had increased to 3,613. The state-of-the-art factory featured a special monorail system for transferring materials through the plant as well as an experimental facility to test and incorporate new technology, materials, and design. Sales for the company in 1937 and 1938 would top $12 million annually as Consolidated completed the largest peace time orders for Navy aircraft ever placed up to that time (San Diego Unified Port District 1996:B15, B18).

By December 1937 production contracts were being completed and the number of employees was shrinking. To combat this, Fleet and Consolidated's chief designer kept the crew busy on innovations and experimental models for new planes and improvements to the PBYs. Consolidated test pilots helped sell the company's products such as the PBYs through non-stop long-distance flights to Hawaii, Panama, and Florida. These non-production activities would reap great benefits for the company in the next few years as the United States increased mobilization efforts in response to WWII breaking out in Europe in September 1939 (San Diego Unified Port District 1996:B19).

Consolidated Aircraft was one of the major contributors and benefactors in the national defense buildup. Consolidated's experimental model of the XB-24 plane was the prototype for the B-24 Liberator bomber. The United States Army Air Corps had approached Consolidated to set up a second production line for Boeing's B-17 Flying Fortress, however, after looking at Boeing's Seattle operation, Fleet told the Army that Consolidated could build a better, more modern bomber. (Nakamura 2012; Swopes 2018). Orders for military planes funded from the Vinson Act passed by Congress in 1938 revived the company's production lines. In March 1939, the Navy made a $4.7 million order; in April, the Army called for $2.8 million in planes, and in August added $8.5 million for the B-24. The B-24, with advanced flying range and modifiable structure, became the most manufactured combat airplane in United

States history. In thirteen cities, modification centers managed by other aircraft and automotive plants ensured export-ready B-24 Liberators and PBY Catalinas by the spring of 1941. The San Diego plant provided the location for final assembly of the airframe and its components, the nucleus of the network Consolidated produced 6,726 of the 18,482 total B-24s built for the war (Nakamura 2012; Swopes 2018; San Diego Unified Port District 1996:B20-21; San Diego Air and Space Museum 2021).

Consolidated realized that the 1936 expansion was insufficient, and the plant was out of space. An additional 17 acres were acquired and at the September 1940 dedication ceremony, Fleet commented on the rapid growth of the plant and company in the five years since moving to San Diego. The plant had grown to over 867,000 square feet of covered space, was employing over 9,600 employees and had a backlog of $132 million in orders--all numbers that were expected to double by the end of the year (San Diego Unified Port District 1996:B20-22). As orders continued to come in, Consolidated once again outgrew its expended plant. Plant 2 (also known as Hangar 19) was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street, by October 1941. This plant consisted of eight separate buildings totaling 1.6 million square feet of manufacturing space (City of San Diego 2017:22; San Diego Unified Port District 1996:B23).

The United States entered into WWII in December 1941; at Consolidated, 1941 marked another significant event in the company's history—Reuben Fleet' s sale of the company. The government's growing control of his manufacturing plants, divulgence of his company's designs to rival aircraft companies and the automobile industry, the growing strength of the labor unions, back taxes, and a new tax code set to enact in 1942, all pushed Fleet to sell (San Diego Unified Port District 1996:B27). In December 1941 Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair) (City of San Diego 2017:22).

Production efforts at Convair peaked in January 1944 when 74 PBYs and 253 B-24s were completed, an average of 8 planes a day. In October 1944, Convair still had over $555 million in backlogged orders, and ground was broken in November 1944 for the expansion of a large runway to be used as a testing facility for the company's planned post-war movement into the commercial airline business. The Low Speed Wind Tunnel began operations in May 1947, located south of the main plant. The tunnel has been used in numerous military and civilian aerospace development programs, including the F-106, B-58, F-111, F-16, Global Hawk Unmanned Aerial Vehicle, Tomahawk Cruise Missile and Advanced Cruise Missile. Nevertheless, the number of employees had dropped from 37,859 to 27,299 during 1944. By the end of June 1945, the company forecasted that not more than 5,000 employees would remain at the plant by the end of the year (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994 (City of San Diego 2017:22). During the Cold War era, the Convair Division of General Dynamics participated in numerous successful defense and space exploration programs, including development of the B-36 intercontinental bomber, F-102 and F-106 delta wing jet fighters, B-58 Hustler (supersonic bomber), the Atlas Missile, and Advanced Cruise Missile. Except for the latter, the San Diego facility was not used for these programs; all airplane manufacturing had been transferred to the General Dynamics Fort Worth plant (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

3.2.1 Lindbergh Field Plant Historic District

The Lindbergh Field Plant (LFP) Historic District was first recorded in 1996 as part of the General Dynamics Facility Demolition Project Environmental Impact Report (Report #SD-04867, see Table 1). At that time, KEA was tasked with recording and evaluating the plant because it was to be demolished as part of the terms of Convair's 50-year lease with the Port of San Diego. As a result of the KEA investigation, the significance of the LFP Historic District was defined and documented in a HABS/HAER study. The historic district was determined eligible for the CRHR under Criteria 1, 2, and 3. The period of significance for the district is 1935 - 1945, which covers the arrival of Consolidated Aircraft in San Diego and the era of WW II.

The LFP Historic District was comprised of 19 buildings, two footbridges, and the scales office located in the Harbor Drive Test Facility. Five of the buildings and one footbridge were determined to be significant contributors to the district. These buildings were Building 2, the aircraft structure assembly; Building 3, the assembly and plastic/composite manufacturing building; Building 4, the aircraft final assembly building; Building 8 final finishing and tool production building; and Building 9, the boiler housing. In addition, four of these buildings (Building 2, 3, 4, and 9) were individually eligible for the CRHR. Building 8 and the footbridge were considered contributing elements to the historic district but were not found to be individually eligible. The General Dynamics Facility Demolition Project Environmental Impact Report identified buildings 2, 3, 4, and 9 as being slated for demolition.

The LFP Historic District was found to be significant within both local and national contexts under Criterion 1. During its period of significance, the LFP achieved both local and national significance. Consolidated Aircraft, predecessor of Convair and later the Convair Division of General Dynamics, moved to San Diego in 1935. The company's growth during the next ten years made it the number one private industry employer in San Diego. Consolidated's reputation and innovations also established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid- 20th century. LFP's national significance is specifically related to the role it played during the national defense industry expansion prior to and during WW II (San Diego Unified Port District 1996).

LFP's historic district is considered eligible for the CRHR under Criterion 2 due to its association with founder Major Reuben H. Fleet. Major Fleet was in many ways directly responsible for the development of the aerospace industry in San Diego. He is also a national figure and played an important role in the innovations and growth of aerospace technology in the United States. The national success and growth of Consolidated and Convair during the war years helped form the foundation of an aerospace industry that would be the number one civilian employer in the city for nearly 50 years. Fleet, a pioneer aviation industry developer and visionary, was the guiding force in the company' s, and subsequently the city's, rise in the aerospace industry. Fleet's Consolidated Aircraft Company established an industrial direction for the City that lasted throughout the Cold War era. The buildings in the historic district are the best surviving examples of the industrial complex that is most closely associated with Fleet's aerospace career.

In addition, buildings at the LFP represent a distinctive type of typical WW II era industrial architecture (Criterion 3). The large-scale manufacturing design of Buildings 1-5 reflect the massive industrial construction program that the nation' s civilian manufacturers used to help win the war. Buildings 2, 3, 4, and 9 retain good integrity of their original manufacturing designs. In conjunction with the Federal government, the nation's industrial manufacturers, architects, and structural engineers worked together to provide modem industrial plants to supply the necessary equipment for the Allied war effort. The state-of-the-art architectural designs of industrial plants such as Consolidated' s LFP yielded improved efficiency and increased production. Buildings 2, 3, 4, 8, and 9 were designed by Taylor and Taylor, a nationally recognized architectural firm based in Los Angeles. These innovative new plants helped move airplane manufacturing from the realm of craft-industry into the world of mass-production.

3.3 ARCHITECTS AND ARCHITECTURAL STYLES

3.3.1 William Templeton Johnson

William Templeton Johnson was born on August 31, 1877 in Staten Island, New York. He studied architecture at Columbia University in New York and at L'Ecole des Beaux-Arts in Paris from 1908 to 1911. He and his wife moved to San Diego in 1912 where he established his own architectural firm and designed several residences in both Coronado and San Diego, as well as numerous designs for the 1915 Panama California exhibition buildings in Balboa Park. Although Johnson produced works in many architectural styles of the era, he preferred the modern traditionalism of Spanish Revival. Schooled during the Arts and Crafts movement, Johnson felt that architecture should be endemic to the spirit of the land, and that San Diego's Spanish heritage and Mediterranean climate lent itself to the practicality of Mission architecture and a culture of indoor-outdoor living (Schaffer 1999).

Some of Johnson's more notable early works from the 1920s include the La Jolla Public Library, the Junipero Serra Museum, the Museum of Fine Arts in Balboa Park, the La Valencia Hotel in La Jolla, and the San Diego Trust and Savings Bank. The Junipero Serra Museum, constructed in the Spanish Colonial Revival style, was designated a National Historic Landmark in 1960 and listed in the NRHP in 1966. From 1930 through 1933, he was involved with several more construction projects in Balboa Park, including the base for the statue of El Cid Campeador and the design of the Museum of Natural History. Between 1935 and 1938, he designed many public institutional structures including the City and County of San Diego Administration Building. From 1939 until his retirement in 1955, his firm designed a number of residences, at least ten school buildings, the San Diego State University Master Plan, the main branch of the San Diego Public Library, and the Consolidated Aircraft Corporation General Administration Building (O'Leary 2020; San Diego History Center 2020). For his contributions to the city, San Diego designated Johnson as a Master Architect.

In 1939, Johnson was named a fellow of the Architectural Institute of American (AIA). His fellowship described him as "always active in San Diego civic and cultural affairs," and was well known for his works on city planning. Johnson's civic duties included the presidencies of the Fine Arts Society and of the San Diego Chapter of the AIA; and a member of the City Planning Commission, the Park Commission, the Library Commission, the board of the San Diego Symphony Association, the University Club, the Cuyamaca Club, and the Executive Committee of the National Conference on City Planning. Johnson passed-away on October 14, 1957, in the home he designed on Trias Street in Mission Hills (Schaffer 1999; San Diego History Center 2020).

3.3.2 Albert C. Martin and Associates

Albert C. Martin, Sr. was born in La Salle, Illinois on September 16, 1879. He attended University of Illinois graduating with a Bachelor of Science degree in architectural engineering in 1902. In 1904, he became a construction superintendent for Carl Leonardt & Company and moved to Los Angeles. By 1908, Martin had established his own architectural and engineering practice, A. C. Martin and Associates. The firm soon became a leader in Los Angeles, designing some of Los Angeles' landmark buildings, such as City Hall in 1926. A. C. Martin and Associates specialized in reinforced concrete construction, reinforced brick masonry, seismic-minded structural engineering, and design concepts that emphasize quality of life (De Wolfe 1986).

One of Martin and Associates' first big commissions was in 1918 for the Million Dollar Theatre at Third and Broadway, one of Sid Grauman's first Los Angeles venues. For the auditorium, Martin designed the world's first cantilevered balcony out of reinforced concrete and sitting on a 104-foot concrete poured arch (De Wolfe 1986; Los Angeles Conservancy 2020a). In the 1920s and 1930s, the firm went on to design many notable buildings in Los Angeles. These include churches, such as the St. Vincent de Paul Roman Catholic Church; municipal buildings, such as Los Angeles City Hall and the Los Angeles Civic Center; and commercial structures, such as the May Co. Building, an Art Deco landmark on the Miracle Mile. The firm also had a big hand in the rebuilding the city after the 1933 Long Beach Earthquake, a feat which reshaped the engineering of building construction in California (Los Angeles Conservancy 2020a).

After WWII, Martin's two sons, Edward Martin and Albert C. Martin, Jr., joined the firm, and A. C. Martin and Associates went on to design more structures in downtown Los Angeles than any other firm in the years after the war (Los Angeles Conservancy 2020b). In the 1950s and 1960s, the firm pioneered several seminal commercial ventures, such as one of the first large-scale shopping malls in Southern California, Lakewood Center; planned communities, such as Westlake Village; in the aerospace industry by designing about 30 buildings for the TRW Space Park in Redondo Beach; and continued to be a go-to firm municipal buildings, designing such Mid-Century Los Angeles icons as the Department of Water and Power's headquarters in 1964. Through the 1970s, 1980s, and 1990s, the firm continued to re-shape downtown Los Angeles' skyline with taller and sleeker skyscrapers, as well as suburbia, with memorial parks and multiple business parks. Today in the 21st Century, the firm, now called AC Martin Partners, continues to serve as a leader in Los Angeles and Southern California architecture, with a third generation of Martins, cousins David and Christopher, serving as co-chairmen.

3.3.3 WWII Industrial Architecture

The Port of San Diego Administration Building is built in a style that is distinctive to WWII industrial architecture. As described by noted industrial factory architect Albeit Khan, wartime needs for speedy production placed an emphasis on large-scale buildings with a high security design. Technical and trade journals of the time were filled with discussion of innovative designs and plans for producing new "blackout plants." New innovations in ventilation, air conditioning, and fluorescent lighting allowed for windowless "blackout" buildings that could house around the clock shifts without exposing themselves as nighttime targets. Prefabricated steel walls that allowed for rapid construction, bomb resistance, and perpetual blackouts were improved with sawtooth roofs which directed light into the building, white cement floors to reflect light up into the underside of wings and fuselages, and oversized paint spray enclosures with state-of-the-art ventilation systems (San Diego Unified Port District 1996). All utilities were placed underground. Bomb shelters were often also constructed under buildings. The streamlined and minimalist style of these WWII buildings could be said to be a form of modernist architecture, which is based upon new and innovative technologies of construction, particularly the use of glass, steel, and reinforced concrete; the idea that form should follow function (functionalism); an embrace of minimalism; and a rejection of ornament (Royal Institute of British Architects 2021).

3.3.4 International Style

The International Style in architecture appeared in western Europe in the 1920s and was introduced into the United States at the same time as Art Deco. Notable practitioners who brought the style to the United States included Walter Gropius, Ludwig Mies van de Rohe, Richard Neutra, and Rudolf Schindler, all of whom emigrated from Europe to escape persecution and war (City of San Diego 2007; Fullerton Heritage 2008). The actual term came from an experimental 1932 exhibition, "Modern Architecture: International Exhibition," held at the Museum of Modern Art in New York City, and from the title of the seminal exhibition catalog written by Henry-Russell Hitchcock and Philip Johnson (McAlster 2013).

In the 1920s and 1930s, aside from Art Deco styles, Americans preferred period or "revival" styles that reflected an eclectic mix of past traditions, such as the Spanish Revival style prevalent in Sand Diego architecture at that time. Architects of the International Style promoted a radical simplification of form; a "new universal architecture molded from modern materials - concrete, glass, and steel - that was characterized by an absence of decoration" (Fullerton Heritage 2008). The style was "international" in that it could be applied to any location, site, or climate as it made no reference to local vernaculars or traditional building forms. Common features of International style architecture include square and rectangular building floorplans, horizontal bands of windows, and strong right angles. International Style buildings are utilitarian and simple, made from industrial and/or manufactured materials such as concrete, smooth stucco, brick, and glass. In Los Angeles, immigrant architects Rudolph Schindler and Richard Neutra were instrumental in popularizing the International style. The emergence of International style architecture in San Diego came later with most examples built after 1935 (City of San Diego 2007).

Although seldom used for residential construction, the International Style dominated commercial and institutional American architecture from the 1950s through the late 1970s. In San Diego, examples include the Caltrans building in Old Town, designed by C. J. Paderewski in 1953; the Education Center in University Heights, designed by Clyde Haufbauer in 1953; and the Chamber Building in downtown San Diego, by Palmer & Krisel dates from 1963 (City of San Diego 2007).

4 HISTORICAL RESOURCE EVALUATION

4.1 ADMINISTRATION BUILDING

4.1.1 Building Description

The Port of San Diego Administration Building is located at 3165 Pacific Highway, just south of Sassafras Street on the eastern edge of the San Diego Airport. The seven-story concrete building has a square floorplan measuring approximately 142 feet east-west and 142 feet north-south. The building has a flat roof with a slightly offset penthouse which houses mechanical equipment. The building is a three-part vertical block; multiple series of five decorative false columns separate the base from the shaft and a smooth stringcourse separates the shaft from the capitol. The exterior of the ground floor is faced in series of concrete rectangles topped by a slightly recessed frieze of evenly spaced groups of 5 rounded bars. There are four entrances, one on each side. The primary entrance, located on the northern façade, features a concrete canopy supported by "L" shaped columns.

Source: Adapted by Ascent Environmental in 2021

Port of San Diego Administration Building

4.1.2 Evaluation under Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the LFP Historic District (no longer extant), Convair, WW II, and the aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. This building was designed to be, and functioned as, the administrative offices for the LFP as a whole. It should be noted that the administration building was not included in the LFP Historic District boundaries in 1996, nor does it appear that it was considered as a potential contributing element. This could be because buildings that showed significant alteration or deterioration were excluded from consideration (San Diego Unified Port District 1996). Therefore, although the subject property is generally associated with events that have made a significant contribution to local and national history, the historic record did not reveal a specific contribution related to the Port Administration Building. Therefore, the Port Administration Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Port Administration Building must be associated with the lives of persons significant in our past. While the LFP Historic District (no longer extant) was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc. Also, while the Port Administration Building was designed by William Templeton Johnson, this building does not appear to be the most representative example of his work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Port Administration Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by William Templeton Johnson, who is most famously known for Spanish Revival architecture in San Diego. The Port Administration Building, however, is constructed in a minimalist style that is distinctive to WWII industrial architecture. While the Port Administration Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, and therefore does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Port Administration Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

4.1.3 Integrity Discussion

The Port Administration Building appears to have lost the majority of its integrity. While the building maintains integrity for location as it has not been moved since construction, it has lost integrity of setting, feeling, and association due to the demolition of the majority of the LFP Historic District. The Port Building has also lost integrity of design, materials, and workmanship due to the modified main entrance, the addition of windows to the 5th and 6th floors, the annex was added to its south side.

4.2 BUDGET RENTAL BUILDING

4.2.1 Building Description

The Budget Rental Building is located at 3125 Pacific Highway in San Diego, just south of Sassafras Street and east of the San Diego Airport. The building is a one-story rectangular shaped concrete building with rooftop seating area. The façade of the building is constructed from a series tall concrete panels with a smooth stucco finish. On the

western (Pacific Highway) side, there is a courtyard flanked by a tall concrete panel fence designed in a style similar to the rest of the building façade. The Budget Rental Building was originally built in 1959 as a cafeteria building for the Convair Division of General Dynamics. As-built plans indicate it replaced an existing smaller cafeteria building.

The main entrance is comprised of a set of sliding glass doors at the center of the southern façade and a separate double glass door entrance is located further to the east, on the opposite side of the tiled & fenced extruding storage/equipment area; this eastern entrance is likely the former cafeteria employee entrance per as-builts. A small service window is also located on the north façade just west of main entrance. Most of the west side of the building is lined with large glass windows looking out onto a courtyard. The courtyard has an open-air metal beam roof topped with partial metal grate. Street access to the courtyard is blocked behind a concrete panel fence and locked metal gate. Low concrete planters and a sidewalk are located in the courtyard. Access to the west side patio is behind a locked metal security fence, similar to the fence that encloses the entire parking lot. The eastern façade adjacent to the railroad tracks was not accessible at the time of recording. The majority of the roof is painted a rust color and has outdoor seating area situated under the overhanging corrugated metal roof of the equipment housing and former canteen/storage area which also has corrugated metal siding. A concrete bridge spanning Pacific Highway, allows access to the roof from the west and from the San Diego Port Administration building to the north.

Source: Adapted by Ascent Environmental in 2021

Budget Rental Building

4.2.2 Evaluation under Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the Cold-War Era of Convair Division of General Dynamics (formerly Consolidated Aircraft) and the Post-WWII aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. The building was designed to be and functioned as a cafeteria. No manufacturing or testing took place in the building. Therefore, the Budget Rental Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Budget Rental Building must be associated with the lives of persons significant in our past. While the building was located within the Lindbergh Field Plant Historic District (no longer extant) which was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc., as well as after the period of significance for the historic district, which is 1935 to 1945. The Budget Rental Building was designed by A. C. Mason and Associates, this building does not appear to be the most representative example of their work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Budget Rental Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by the notable Los Angeles architectural firm, A. C. Martin and Associates, who were most famously known their shopping mall and skyscrapers during the late 1950s through 1960s. The Budget Rental Building, however, is constructed in a vernacular form of this style which was adapted to the building's function as a cafeteria. While the Budget Rental Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, which for make it a significant example of their work.

The Budget Rental Building appears to have been constructed in a vernacular adaptation of the International Style. According to the City of San Diego (2007), examples of the International Style in San Diego are limited; therefore, retention of good examples is important. Eligible International Style buildings should retain the majority of their character defining features, although some impact or loss to character defining features may be acceptable when comparative analysis demonstrates that the resource is a rare example of the type. Location and setting are particularly relevant for International style resources which are institutional and related to a "campus" environment, and the preservation of the surrounding site may be important to the overall significance of the resource.

The City of San Diego has identified the following attributes as character defining features of International Style in San Diego:

- Primary features
  - Flat roofs (cantilevered slabs or parapets)
  - Lack of applied ornament
  - Horizontal bands of flush windows
  - Asymmetrical facades [pedestaled]
- Secondary features
  - Square corners
  - Common exterior materials include concrete, brick, and stucco
  - Steel sash windows (typically casement)
  - Corner windows

The Budget Rental Building does possess several of the primary and secondary features associated with the International Style, such as a flat roof, lack of applied ornament, concrete construction with a smooth stucco exterior and one set of horizontal windows; however, these features are neither uniquely distinctive nor outstanding in character. Therefore, the Budget Rental Building does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Budget Rental Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

4.2.3 Integrity Discussion

The Budget Rental Building appears to have lost some important elements of its integrity. While the building maintains integrity for location (it has not been moved and it is still physically connected to the Administration Building via its original bridge), as well as the majority of its materials and design, it has lost integrity of setting, feeling, and association. These aspects are lost largely due to the demolition of the majority of the Lindbergh Field Plant Historic District which contained the manufacturing, testing, and associated engineering buildings which epitomized the aerospace industry this building was once a part of.

5 CONCLUSIONS AND RECOMMENDATIONS

The records search and research identified no built resources within the study area that have been determined or recommended eligible for the CRHR or the NRHP, or that have been previously designated by the City of San Diego as locally significant resources. Ascent's historical resource evaluation finds that the two buildings in the study area do not appear to be eligible for the NRHP, CRHR, or City of San Diego Register. Consequently, none of the built environment resources within the study area appear to qualify as a historical resource for the purposes of CEQA.

6 REFERENCES

City of San Diego. 2007. San Diego Modernism Historic Context Statement. Submitted to: State of California Office of Historic Preservation October 17, 2007.

———. 2017 (February). *Midway – Pacific Highway Community Plan Area Historic Resources Survey Report*. Prepared by Galvin Preservation Associates Inc.

De Wolfe, Evelyn. 1986. A. C. Martin & Associates Fetes Anniversary: 80 Years of Designing L. A.'s Skyline. Los Angeles Times, August 31, 1986. Available: https://www.latimes.com/archives/la-xpm-1986-08-31-re-14868-story.html. Accessed March 23, 2021.

Fullerton Heritage. 2008. International Style. Available: http://www.fullertonheritage.org/Resources/archstyles/international.htm. Accessed January 10, 2021.

Los Angeles Conservancy. 2020a. Albert C. Martin, Sr. Available: https://www.laconservancy.org/architects/albert-c-martin-sr. Accessed December 22, 2020.

———. 2020b. A. C. Martin and Associates. Available: https://www.laconservancy.org/architects/c-martin-associates. Accessed December 22, 2020.

McAlester, Virginia Savage. 2013. *A Field Guide to American Houses*. Alfred A. Knopf, New York.

Nakamura, Natalie. 2012. San Diego and The Pacific Theater: Consolidated Aircraft Corporation Holds the Home Front. *The Journal of San Diego History*. Fall 2012, Volume 58, Number 4. Available: https://sandiegohistory.org/journal/v58-4/v58-4Nakamura.pdf

O'Leary, Cornelius. 2020. Coronado Historical Association and Coronado Museum. Architect Wednesday: William Templeton Johnson 11/18/2020. Available: https://coronadohistory.org/blog/architect-wednesday-william-templeton-johnson-11182020/. Accessed December 22, 2020.

Royal Institute of British Architects. 2021. What is Modern Architecture? Available: https://www.architecture.com/explore-architecture/modernism. Accessed January 4, 2021.

San Diego Air and Space Museum. 2021. Consolidated Convair Online Exhibit. Available: https://sandiegoairandspace.org/exhibits/online-exhibit-page/consolidated-convair-online-exhibit. Accessed January 3, 2021.

San Diego History Center. 2020. Biographies. William Templeton Johnson (1877-1957). Available: https://sandiegohistory.org/archives/biographysubject/wtjohnson/. Accessed December 22, 2020.

San Diego Unified Port District. 1996 (February). *Historical and Architectural Assessment of the General Dynamics Facility, Lindbergh Field*. Appendix B of the General Dynamics Facility Demolition Project Environmental Impact Report. Prepared by KEA Environmental, Inc. San Diego.

———. 2020 (September). *Port Master Plan; r*eflects amendments through November 8, 2018. San Diego, CA.

Schaffer, Sarah J. 1999. A Civic Architect for San Diego: The Work of William Templeton Johnson. *The Journal of San Diego History*. Summer 1999, Volume 45, Number 3. Gregg Hennessey, Editor.

Swopes, Bryan R. 2018. This Day in Aviation—Important Dates in Aviation History. 29 December 1939. Available: https://www.thisdayinaviation.com/tag/consolidated-aircraft-company/. Accessed January 4, 2021.

This page intentionally left blank.

Appendix A

Record Search Results

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
Office: (619) 594-5682
www.scic.org
nick@scic.org

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM RECORDS SEARCH

Company: Ascent Environmental, Inc.

Company Representative: Alta Cunningham

Date Processed: 12/3/2020

Project Identification: 20200203.01 - San Diego, Port of - Stay Open SD Hotel

Search Radius: 1/4 mile

Historical Resources: JL

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

Previous Survey Report Boundaries: JL

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

Historic Addresses: JL

A map and database of historic properties (formerly Geofinder) has been included.

Historic Maps: JL

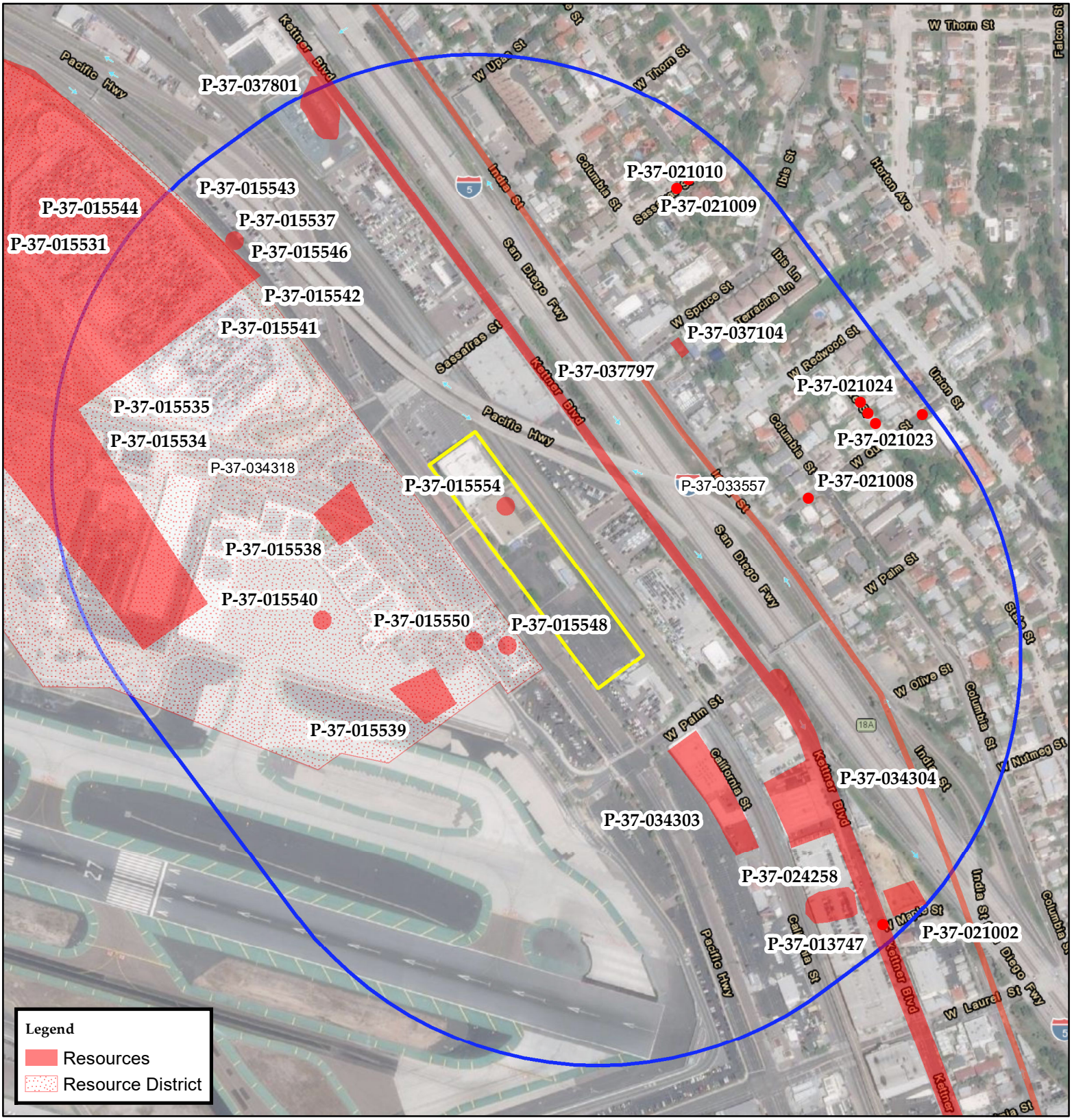
The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

Summary of SHRC Approved CHRIS IC Records Search Elements	
RSID:	2815
RUSH:	no
Hours:	1.5
Spatial Features:	73
Address-Mapped Shapes:	yes
Digital Database Records:	12
Quads:	1
Aerial Photos:	0
PDFs:	Yes
PDF Pages:	1596

This is not an invoice. Please pay from the monthly billing statement

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
(619) 594-5682
jaime@scic.org

CONFIDENTIAL. This document is confidential under California Government Code 6254.10 and the National Historic Preservation Act, Section 304, and other applicable federal, state, and local laws and regulations prohibiting public and unauthorized disclosure of records related to cultural resources.



1:5,532

Historical Resources with Primary and Trinomial Designations

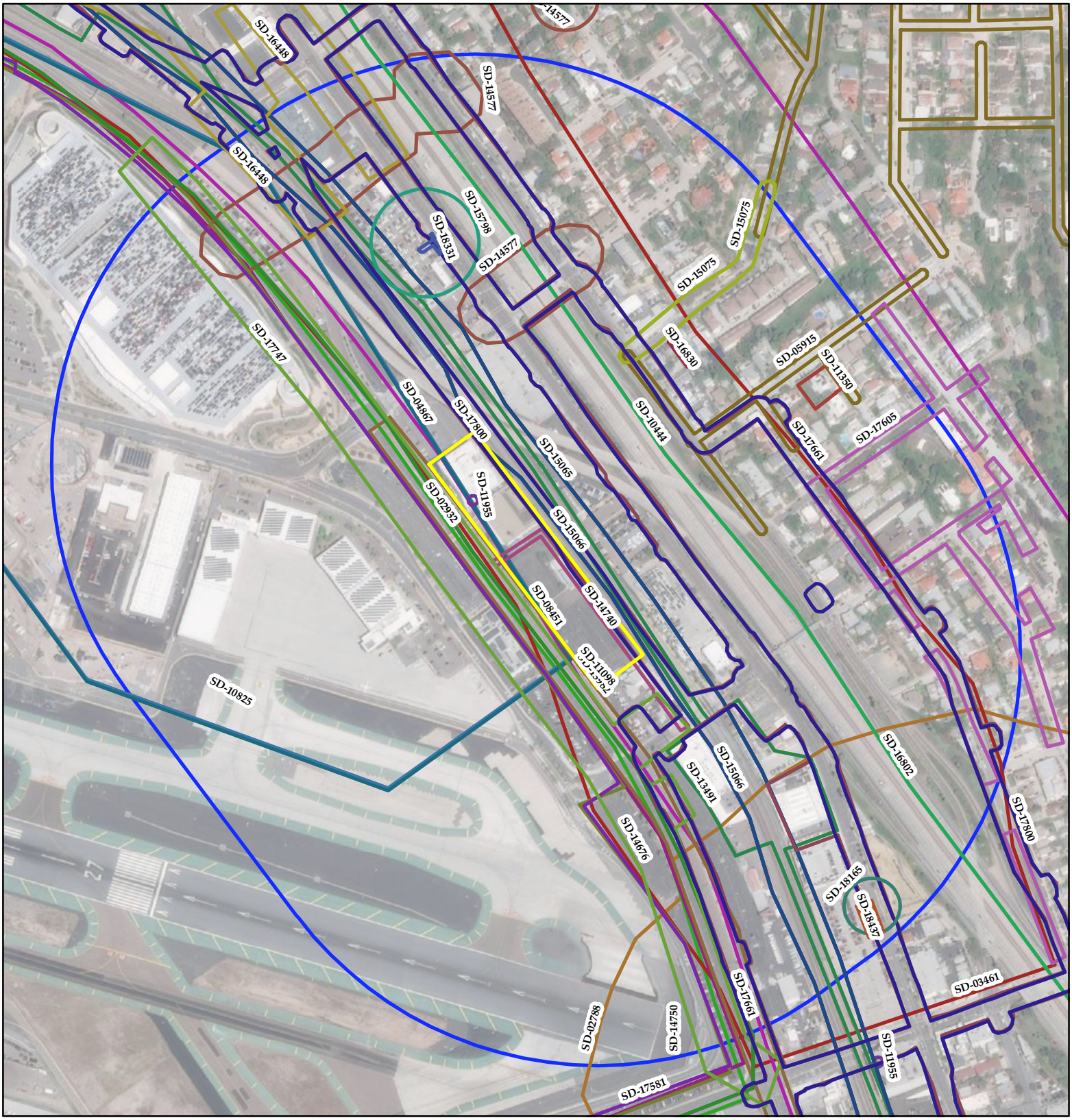
0 200 400 800
Meters

Jaime Lennox, Dec 03, 2020

Aerial © ESRI 2017

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
(619) 594-5682
jaime@scic.org

CONFIDENTIAL. This document is confidential under California Government Code 6254.10 and the National Historic Preservation Act, Section 304, and other applicable federal, state, and local laws and regulations prohibiting public and unauthorized disclosure of records related to cultural resources.



1:5,532

Reports

0 200 400 800 Meters

Jaime Lennox, Dec 03, 2020

Aerial © ESRI 2017

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-37 015554
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 4

*Resource Name or #: South Overpass

P1. Other Identifier: Southern Footbridge, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.

c. Address _____ City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483470 mE/ 3621640 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

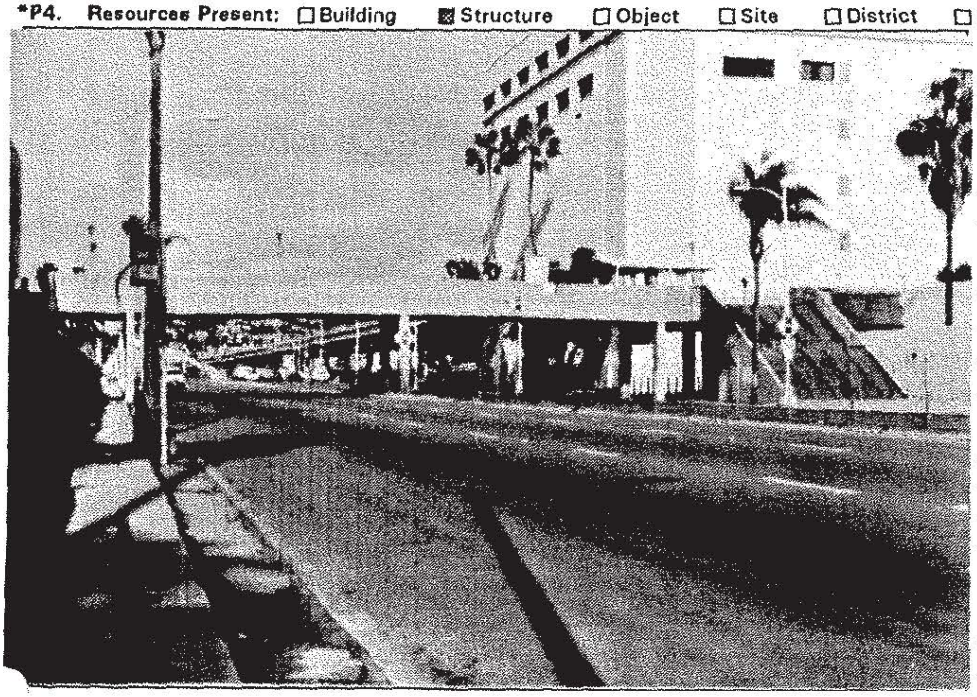
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483520mE/3621670mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This concrete footbridge spans Pacific Highway between the second floor entrance to Building 5 at the General Dynamics Lindbergh Field Plant and parking lots on the north side of Pacific Highway. A separate section leads to the present San Diego Unified Port District Building which was originally the General Administration Building of Consolidated Aircraft's Plant No. 1. The structure is approximately 200 feet long and 30 feet wide and 15 feet above the surface of Pacific Highway. The bridge is supported by three sets of double concrete pillars. Stairways on the north and south sides lead to the bridge. On the north side a set of stairs leads from the east side to a landing. It has five sets of steel pipe railings. From the landing, the main bridge continues south across Pacific Highway and a separate section extends in a northwesterly direction to the present Port District building. On the south end, the bridge opens into a wide landing leading to the main second story entry of Building 5. Stairs on the east and west side of the landing lead to ground level. Each set of stairs has five aisles defined by steel pipe railings. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP11. Engineering Structure

*P4. Resources Present: ☐ Building ■ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 22
looking northwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1941 Estimated

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demoliton Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # 015554
HRI #
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4 *NRHP Status Code 6Z

*Resource Name or #: South Overpass

B1. Historic Name: South Overpass, Consolidated Aircraft Plant No. 1.

B2. Common Name: South Footbridge

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Factory footbridge

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The structure was built in 1941.

*B7. Moved? ■No □Yes □Unknown Date: _____ Original Location: _____

*B8. Related Features:

The south footbridge is very similar in style and structure to the north footbridge.

B9a. Architect: Probably Richard Requa b. Builder: Consolidated Aircraft

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Foot bridge Applicable Criteria CA 1, 2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

By itself, the footbridge lacks architectural or engineering qualities to make it eligible for the California Register of Historic Places. It is similar in construction to the North Overpass, which has been listed as eligible as contributing element of an historic district, which includes the footbridge and Buildings 2, 3, 4, 8, and 9. The South Overpass, however, is physically removed from the historic district, and therefore lacks the continuity to make it a contributing element.

B11. Additional Resource Attributes: (List attributes and codes) HP11. Engineering Structure

*B12. References:

Requa, Richard Plans for the North Overpass Home Plant. 1941

San Diego Evening Tribune 10-21-1985

Yenne, Bill Into the Sunset: The Convair Story. Greenwhich, Pub., Lyme, CN 1995

B13. Remarks:

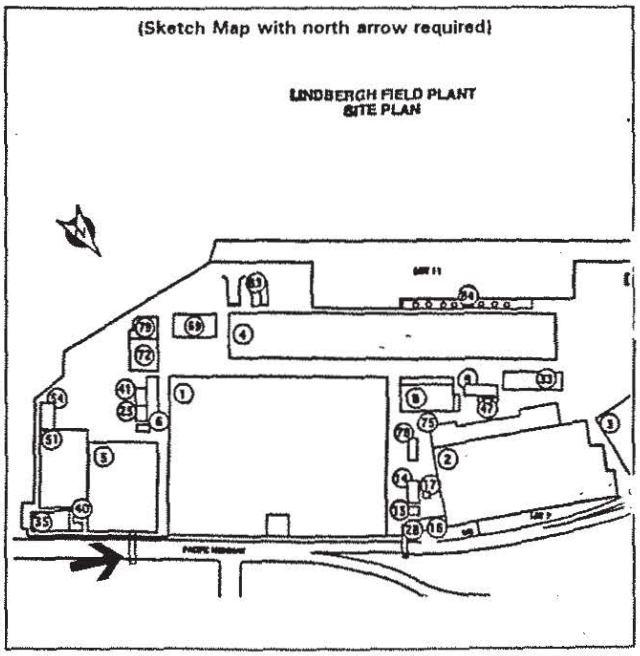
Assumptions on the year built and probable architect are based on existing plans of the North Overpass (see continuation sheet); Threats: None

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

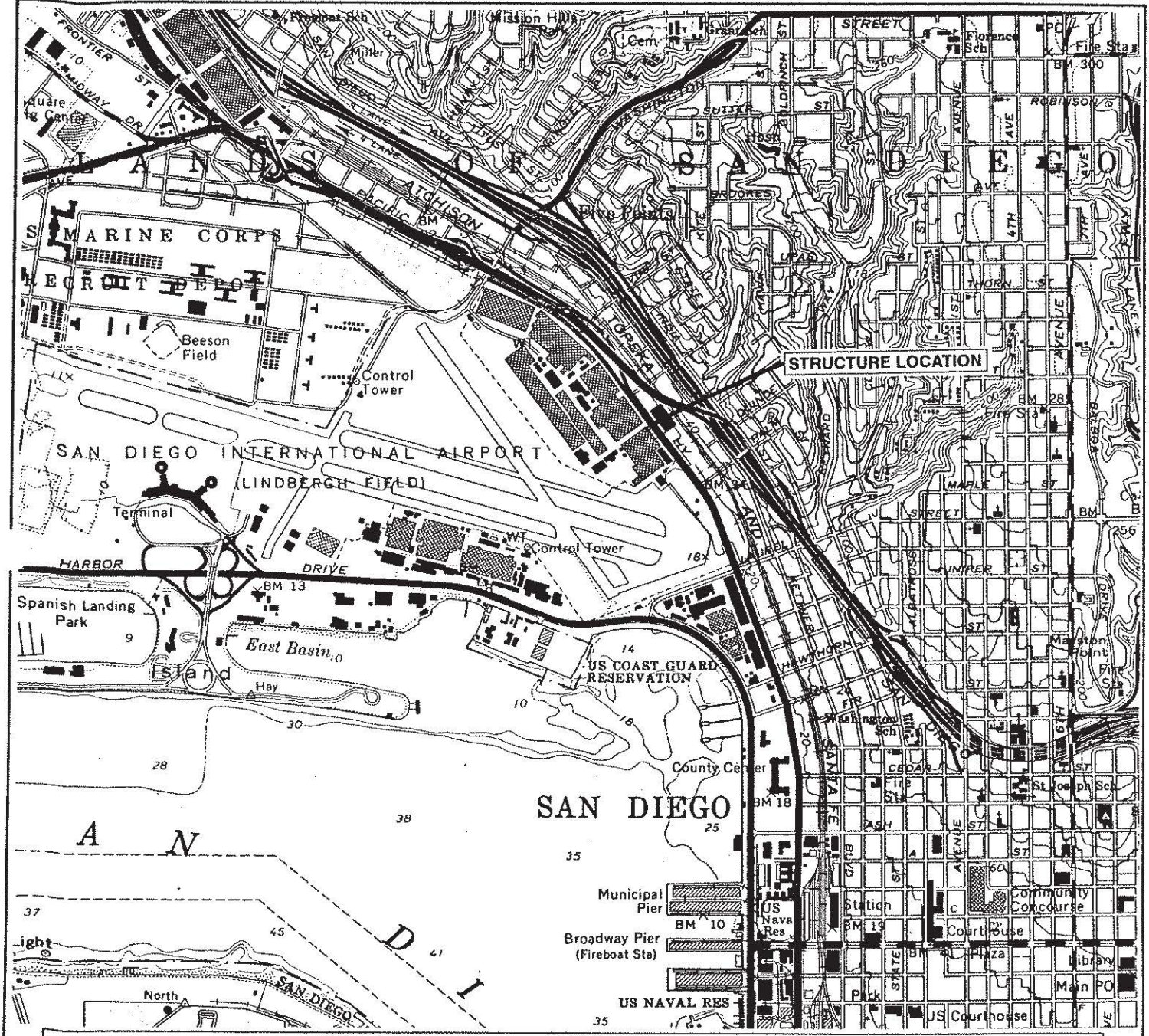
LOCATION MAP

Primary # P-37 015554
HRI#
Trinomial

Page 3 of 4

*Resource Name or # (Assigned by recorder) Southern Footbridge

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

QUADRANGLE LOCATION

DPR 523J (1/95)

*Required Information

P3a. Description
Poured concrete buttresses along the sides of the bridge provide protection from falling, and support six circular lamps on steel posts. Some of the steps have been resurfaced. The overall integrity of the structure is good.

Resource Detail: P-37-013747

Identifying information

Primary No.: P-37-013747
Trinomial: CA-SDI-013761
Name:
Other IDs:

Type	*Name*
Other	Baarth Foundry Dump

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Survey, Other
Attribute codes: AH04 (Privies/dumps/trash scatters); AH10 (Machinery); AH16 (Other) - industrial dump
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/3/1994	Jerry Schaefer	Brian F. Mooney & Associates	
11/10/2011	R. Greenlee, C. Letter	GANDA	update
9/27/2011	Elizabeth Davidson	LSA	update

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-03461	1998	CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA	GALLEGO & ASSOCIATTES

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
2680 Kettner Blvd.	San Diego		92103

PLSS:
UTMs: Zone 11 483850mE 3621280mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015531

Identifying information

Primary No.: P-37-015531
Trinomial:
Name: General Dynamics, Convair Division, Lindbergh Field Plant, Consolidated Aircraft Plant No. 1
Other IDs:

Type	*Name*
Resource Name	General Dynamics, Convair Division, Lindbergh Field Plant, Consolidated Aircraft Plant No. 1
Resource Name	Consolidated Aircraft Plant No. 1
Other	General Dynamics, Convair Lindbergh Field Plant

Cross-refs:

Attributes

Resource type: Building, Structure, District
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
6/1/2015		PanGIS	update
2/8/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-16448	2015	CULTURAL RESOURCES INVENTORY FOR THE PACIFIC BEACH PIPELINE PROJECT, CITY OF SAN DIEGO, CA	Spindrift Archaeological Consulting, LLC

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015534

Identifying information

Primary No.: P-37-015534
Trinomial:
Name: Building 4
Other IDs:

Type	*Name*
Resource Name	Building 4
Other	Major Parts Assembly Building No. 4, Consolidated Aircraftt Plant No. 1

Cross-refs:

Attributes

Resource type: Building, District, Other
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996		KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92122

PLSS:
UTMs: Zone 11 482920mE 3622000mN NAD83
Zone 11 483195mE 3621630mN NAD83
Zone 11 483145mE 3621595mN NAD83
Zone 11 482870mE 3621965mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015535

Identifying information

Primary No.: P-37-015535
Trinomial:
Name: Building 8
Other IDs:

Type	*Name*
Resource Name	Building 8
Other	Final Finish Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building, District, Other
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483060mE 3621920mN NAD83
Zone 11 483105mE 3621865mN NAD83
Zone 11 483070mE 3621850mN NAD83
Zone 11 483030mE 3621910mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015537

Identifying information

Primary No.: P-37-015537
Trinomial:
Name: North Overpass
Other IDs:

Type	*Name*
Resource Name	North Overpass
Other	Northern Footbridge, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Structure, District, Other
Age: Historic
Information base: Survey
Attribute codes: HP11 (Engineering structure)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego		92112

PLSS:
UTMs: Zone 11 483220mE 3621960mN NAD83
Zone 11 483270mE 3621990mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015538

Identifying information

Primary No.: P-37-015538
Trinomial:
Name: Building 1
Other IDs:

Type	*Name*
Resource Name	Building 1
Other	Manufacturing Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483250mE 3621955mN NAD83
Zone 11 483430mE 3621710mN NAD83
Zone 11 483245mE 3621580mN NAD83
Zone 11 483075mE 3621820mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015539

Identifying information

Primary No.: P-37-015539
Trinomial:
Name: Building 5
Other IDs:

Type	*Name*
Resource Name	Building 5
Other	Experimental Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483440mE 3621700mN NAD83
Zone 11 483495mE 3621620mN NAD83
Zone 11 483400mE 3612540mN NAD83
Zone 11 483340mE 3621620mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015540

Identifying information

Primary No.: P-37-015540
Trinomial:
Name: Building 6
Other IDs:

Type	*Name*
Resource Name	Building 6
Other	Woodmill, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483315mE 3621600mN NAD83
Zone 11 483325mE 3621585mN NAD83
Zone 11 483280mE 3621550mN NAD83
Zone 11 483265mE 3621565mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015541

Identifying information

Primary No.: P-37-015541
Trinomial:
Name: Building 14
Other IDs:

Type	*Name*
Resource Name	Building 14
Other	Office Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483200mE 3621955mN NAD83
Zone 11 483210mE 3621940mN NAD83
Zone 11 483180mE 3621920mN NAD83
Zone 11 483175mE 3621935mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015542

Identifying information

Primary No.: P-37-015542
Trinomial:
Name: Building 15
Other IDs:

Type	*Name*
Resource Name	Building 15
Other	First Aid Facilities, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 283220mE 3621950mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015543

Identifying information

Primary No.: P-37-015543
Trinomial:
Name: Building 16
Other IDs:

Type	*Name*
Resource Name	Building 16
Other	Office Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483220mE 3621960mN NAD83
Zone 11 483190mE 3621980mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015544

Identifying information

Primary No.: P-37-015544
Trinomial:
Name: Building 17
Other IDs:

Type	*Name*
Resource Name	Building 17
Other	Fire Station

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483180mE 3621955mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015546

Identifying information

Primary No.: P-37-015546
Trinomial:
Name: Building 28
Other IDs:

Type	*Name*
Resource Name	Building 28
Other	Security Building, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3302 Pacific Highway	San Diego		

PLSS:
UTMs: Zone 11 483235mE 3621970mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015548

Identifying information

Primary No.: P-37-015548
Trinomial:
Name: Building 35
Other IDs:

Type	*Name*
Resource Name	Building 35
Other	Wind Tunnel, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/7/1996	Stephen R Van Wormer	KEA Environmental	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-17581	2018	HISTORIC RESOURCES STUDY FOR THE PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT AT THE SAN DIEGO INTERNATIONAL AIRPORT, CITY OF SAN DIEGO, CALIFORNIA	BRIAN F. SMITH AND ASSOCIATES, INC.

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3050 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483500mE 3621790mN NAD83
Zone 11 483540mE 3621560mN NAD83
Zone 11 483520mE 3621540mN NAD83
Zone 11 483500mE 3621580mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015550

Identifying information

Primary No.: P-37-015550
Trinomial:
Name: Building 40
Other IDs:

Type	*Name*
Resource Name	Building 40
Other	Convair Prototype Test Shop

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/8/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3050 Pacific Highway	San Diego		92112

PLSS:
UTMs: Zone 11 483490mE 3621590mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-015554

Identifying information

Primary No.: P-37-015554
Trinomial:
Name: South Overpass
Other IDs:

Type	*Name*
Resource Name	South Overpass
Other	Southern Footbridge, Consolidated Aircraft Plant No. 1

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Survey
Attribute codes: HP11 (Engineering structure)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/8/1996	Stephen R. Van Wormer	KEA Environmental	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego		92112

PLSS:
UTMs: Zone 11 483470mE 3621640mN NAD83
Zone 11 483520mE 3621670mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021002

Identifying information

Primary No.: P-37-021002
Trinomial:
Name:
Other IDs:

Type	Name
OHP PRN	2138-0095-0000
Other	2601-2611 Kettner Blvd
Other	New-Poet Rentals
Other	Parks Bungalows

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Other
Attribute codes: HP03 (Multiple family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
1/1/1980		University of San Diego	
12/11/2019	A.B. Foglia	PanGIS, Inc.	update

Associated reports

Report No.	Year	Title	Affiliation
SD-18437	2020	ETS 41640: ARCHAEOLOGICAL MONITORING FOR THE ALADDIN AIRPORT PARKING PRIORITY REVIEW PROJECT	PANGIS

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	City	Assessor's parcel no.	Zip code
2601-2611 Kettner Blvd	San Diego	533-040-22	92101

PLSS:
UTMs:

Management status

Database record metadata

	Date	User	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021006

Identifying information

Primary No.: P-37-021006
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0099-0000
Other	1044 West Quince St
Other	Anne Tarantino Residence
Other	Dr. Fred Holmes Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/9180		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1044 West Quince Street	San Diego	451-641-06	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021007

Identifying information

Primary No.: P-37-021007
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0100-0000
Other	1105 West Quince St
Other	Thompson Residence
Other	The McNaughton Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1105 West Quince Street	San Diego	451-633-09	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021008

Identifying information

Primary No.: P-37-021008
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0101-0000
Other	1227 West Quince St
Other	Frett-McGuire Residence
Other	Oliver Winston Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1227 West Quince Street	San Diego	451-634-02	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021009

Identifying information

Primary No.: P-37-021009
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0102-0000
Other	1301 West Sassafras St
Other	Massa House
Other	The DePew Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1301 West Sassafras Street	San Diego	451-612-22	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021010

Identifying information

Primary No.: P-37-021010
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0103-0000
Other	1321 West Sasssafras St
Other	Swanson Rental
Other	The Prudden Home

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1321 West Sassafras St	San Diego	451-612-12	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021022

Identifying information

Primary No.: P-37-021022
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0115-0000
Other	3018 State St
Other	One of the "Three Sisters"
Other	Wuest House

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3018 State Street	San Diego	451-632-06	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021023

Identifying information

Primary No.: P-37-021023
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0116-0000
Other	3030-3032 State St
Other	One of the "Three Sisters"
Other	The Wuest House

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3030-3032 State Street	San Diego	451-632-07	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-021024

Identifying information

Primary No.: P-37-021024
Trinomial:
Name:
Other IDs:

Type	*Name*
OHP PRN	2138-0117-0000
Other	3042 State St
Other	One of the "Three Sisters"
Other	Wuerst House

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1980		University of San Diego	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3042 State Street	San Diego	451-632-08	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-024258

Identifying information

Primary No.: P-37-024258
Trinomial:
Name: Kettner Boulevard and Kalmia Street Isolate Find
Other IDs:

Type	*Name*
Other	Kettner Blvd& Kalmia St Isolate
Resource Name	Kettner Boulevard and Kalmia Street Isolate Find

Cross-refs:

Attributes

Resource type: Other
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters); AH06 (Water conveyance system)
Disclosure: Not for publication
Collections: Unknown
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
9/1/2001	Jason A. Miller	RMW Paleo Associates	
9/11/2019		Chambers Group	update
7/1/2018	B. Williams		update

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-18165	2019	ETS 41284: CULTURAL RESOURCES MONITORING REPORT FOR THE RENEW DEEP WELL ANODE, SAN DIEGO PROJECT	CHAMBERS GROUP

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
intersection of Kettner Boulevard and Kalamia Street	San Diego		92101

PLSS: T17 R3 Sec. SBBM
UTMs: Zone 11 484002mE 3621002mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	8/5/2014	jay
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
8/5/2014	jay	Appended record from Access site list database.
8/5/2014	jay	Appended record from Excel resource log.
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-033557

Identifying information

Primary No.: P-37-033557
Trinomial:
Name: Highway 395
Other IDs:

Type	*Name*
Other	SXPQ 13 Pomerado Road
Resource Name	Highway 395
Other	SXPQ-13 Historic road

Cross-refs:

Attributes

Resource type: Object, Site
Age: Historic
Information base: Survey, Other
Attribute codes: AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/10/2013	Larry Tift	ASM Affiliates, Inc.	
5/22/2015	Kent Manchen, Matt DeCarlo	ASM Affiliates, Inc.	update
7/7/2017	Haley Chateene	PanGIS	update
7/27/2017	A. Foglia, K. Keckeisen	PanGIS, Inc.	update
2/27/2018	Sarah Stringer-Bowsher	ASM Affiliates, Inc.	update

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-17576	2016	CULTURAL RESOURCE SURVEY REPORT FOR THE SAN DIEGO GAS & ELECTRIC COMPANY AND SOUTHERN CALIFORNIA GAS COMPANY PIPELINE SAFETY & RELIABILITY PROJECT, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES, INC.

Location information

County: San Diego
USGS quad(s): Bonsall, Poway
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3336-1123 Pomerado Road	San Diego		92131

PLSS: T14S R2W SE¼ of NW¼ of Sec. 26 SBBM
T15S R2W SW¼ of NW¼ of Sec. 4 SBBM
T15S R2W Sec. 3 SBBM
T15S R2W Sec. 5 SBBM
T14S R2W Sec. 34 SBBM
T10S R3W SE¼ of NW¼ of Sec. 24 SBBM
T9S R3E SW¼ of SW¼ of Sec. 26 SBBM
UTMs: Zone 11 494769mE 3643044mN NAD83
Zone 11 490966mE 3640273mN NAD83
Zone 11 489771mE 3639575mN NAD83
Zone 11 493654mE 3642565mN NAD83
Zone 11 485102mE 3687388mN NAD83
Zone 11 485924mE 3683917mN NAD83

Zone 11 484719mE 3691841mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	8/5/2014	jay	
Last modified:	3/24/2020	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	8/5/2014	jay	Appended record from Access site list database.
	8/5/2014	jay	Appended record from Excel resource log.
	12/2/2015	bree	Entered Data - KV
	11/2/2018	jaime	added recording event
	11/15/201	jaime	added recording event
	7/12/2019	jlennox	added recording event
	3/6/2020	jlennox	added recording event
	3/24/2020	jlennox	populated attributes
Record status:	Database Complete		

Resource Detail: P-37-034303

Identifying information

Primary No.: P-37-034303
Trinomial:
Name: Property No. 2 (1411-1415 W. Palm Street)
Other IDs:

Type	*Name*
Resource Name	Property No. 2 (1411-1415 W. Palm Street)

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/17/2011	E. Schultz, K. Harper, R. Greenlee	Garcia & Associates	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1411-1415 W. Palm Street	San Diego	451-65-103-00	92101

PLSS: T16S R3W Sec. SBBM
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	5/17/2015	
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-034304

Identifying information

Primary No.: P-37-034304
Trinomial:
Name: Property No. 3 (2750 Kettner Boulevard)
Other IDs:

Type	*Name*
Resource Name	Property No. 3 (2750 Kettner Boulevard)

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/24/2011	E. Schultz, K. Harper	Garcia & Associates	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
2750 Kettner Boulevard	San Diego	451-65-305-00	92101

PLSS: T16S R3W Sec. SBBM
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	5/17/2015		
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-034318

Identifying information

Primary No.: P-37-034318
Trinomial:
Name: Property No. 17 (Air Force Engineering Lab)
Other IDs:

Type	*Name*
Resource Name	Property No. 17 (Air Force Engineering Lab)
Other	1994/Lan/450-550-08
Other	Consolicated Aircraft Company Plant 17
Other	Air Force Plant 17 Engineering Laboratory

Cross-refs:

Attributes

Resource type: Building, Structure
Age: Historic
Information base: Survey
Attribute codes: HP08 (Industrial building); HP14 (Government building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/13/2013	E. Schultz, K. Harper	Garcia & Associates	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
4297 Pacific Highway	San Diego		92140

PLSS: T16S R3W Sec. SBBM
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	5/17/2015		
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037090

Identifying information

Primary No.: P-37-037090
Trinomial:
Name:
Other IDs:

Type	Name
IC Informal	RNID-3889
Other	Group 701 Isolate-1

Cross-refs:

Attributes

Resource type: Other
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility: San Diego Archaeology Center

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
4/30/2018	Jillian L. Hahnlen	Brian F. Smith & Associates, Inc.	

Associated reports

Report No.	Year	Title	Affiliation
SD-17605	2018	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 701 PROJECT, CITY OF SAN DIEGO	BRIAN F. SMITH AND ASSOCIATES, INC.

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	City	Assessor's parcel no.	Zip code
	San Diego		92103

PLSS: T16S R3W NE¼ of SE¼ of Sec. 34 SBBM
UTMs: Zone 11 483844mE 3622000mN NAD83

Management status

Database record metadata

	Date	User
Entered:	5/21/2018	
Last modified:	7/23/2019	jlennox

IC actions:

Date	User	Action taken
1/16/2019	jlennox	added other identifier
7/23/2019	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037091

Identifying information

Primary No.: P-37-037091
Trinomial:
Name:
Other IDs:

Type	Name
IC Informal	RNID-3889
Other	Group 701 Isolate-2

Cross-refs:

Attributes

Resource type: Other
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility: San Diego Archaeology Center

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
4/30/2018	Jillian L. Hahnlen	Brian F. Smith & Associates, Inc.	

Associated reports

Report No.	Year	Title	Affiliation
SD-17605	2018	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 701 PROJECT, CITY OF SAN DIEGO	BRIAN F. SMITH AND ASSOCIATES, INC.

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	City	Assessor's parcel no.	Zip code
1024 West Quince Street	San Diego		92103

PLSS: T16S R3W NE¼ of SE¼ of Sec. 34 SBBM
UTMs: Zone 11 483848mE 3622003mN NAD83

Management status

Database record metadata

	Date	User
Entered:	5/21/2018	
Last modified:	7/23/2019	jlennox

IC actions:

Date	User	Action taken
1/16/2019	jlennox	added other identifier
7/23/2019	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037104

Identifying information

Primary No.: P-37-037104
Trinomial:
Name:
Other IDs:

Type	*Name*
Other	1329 West Spruce St., San Diego CA 92103

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey
Attribute codes: HP02 (Single family property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
11/1/2016	K. Crawford	Office of Marie Burke Lia	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
SD-16830	2016	1329 WEST SPRUCE ST., SAN DIEGO CA 92103	Office of Maria Burke Lia

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1329 West Spruce St.	San Diego	451-613-10	92103

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	5/21/2018	
Last modified:	7/23/2019	jlennox

IC actions:

Date	*User*	*Action taken*
7/23/2019	jlennox	populated attributes

Record status: Database Complete

Resource Detail: P-37-037797

Identifying information

Primary No.: P-37-037797
Trinomial:
Name: Kettner Boulevard Electric Railway
Other IDs:

Type	*Name*
IC Informal	RNID-4133
Resource Name	Kettner Boulevard Electric Railway

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Other
Attribute codes: AH07 (Roads/trails/railroad grades) - railway
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/1/2018	Kevin Harris, Christine Lambert, Christian Allen	ASM Affiliates	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:
PLSS: T17S R3W Sec. SBBM
UTMs: Zone 11 483490mE 3622059mN NAD83

Management status

Database record metadata

	Date	*User*	
Entered:	2/4/2019		
Last modified:	1/6/2021	jlennox	
IC actions:	*Date*	*User*	*Action taken*
	2/6/2019	jlennox	added other identifier
	1/6/2021	jlennox	populated attibutes

Record status: Database Complete

Resource Detail: P-37-037801

Identifying information

Primary No.: P-37-037801
Trinomial: CA-SDI-022514
Name:
Other IDs:

Type	*Name*
IC Informal	RNID-4133
Other	Vine CL-S-04

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Other
Attribute codes: AH04 (Privies/dumps/trash scatters) - trash deposit
Disclosure: Not for publication
Collections: Yes
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/1/2018	Stephen Rochester, Christine Lambert	ASM Affiliates, Inc.	

Associated reports

Location information

County: San Diego
USGS quad(s): Point Loma
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3550 Kettner Blvd	San Diego		92101

PLSS: T16S R3W Sec. SBBM
UTMs: Zone 11 483246mE 3622354mN NAD83

Management status

Database record metadata

	Date	*User*
Entered:	2/4/2019	
Last modified:	1/6/2021	jlennox

IC actions:

Date	*User*	*Action taken*
2/6/2019	jlennox	added other identifier
1/6/2021	jlennox	populated attributes

Record status: Database Complete

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-013747	CA-SDI-013761					1994 (Mooney & Associates)	SD-03461
P-37-015531							SD-16448
P-37-015534							
P-37-015535							
P-37-015537							
P-37-015538							
P-37-015539							
P-37-015540							
P-37-015541							
P-37-015542							
P-37-015543							
P-37-015544							
P-37-015546							
P-37-015548							SD-17581
P-37-015550							
P-37-015554							
P-37-021002		OHP PRN - 2138-0095-0000; Other - 2601-2611 Kettner Blvd				2002 (University of San Diego)	SD-18437
P-37-021006		OHP PRN - 2138-0099-0000; Other - 1044 West Quince St				2002 (University of San Diego)	
P-37-021007		OHP PRN - 2138-0100-0000; Other - 1105 West Quince St				2002 (University of San Diego)	
P-37-021008		OHP PRN - 2138-0101-0000; Other - 1227 West Quince St				2002 (University of San Diego)	
P-37-021009		OHP PRN - 2138-0102-0000; Other - 1301 West Sassafras St				2002 (University of San Diego)	
P-37-021010		OHP PRN - 2138-0103-0000; Other - 1321 West Sasssafras St				2002 (University of San Diego)	
P-37-021022		OHP PRN - 2138-0115-0000; Other - 3018 State St				2002 (University of San Diego)	
P-37-021023		OHP PRN - 2138-0116-0000; Other - 3030-3032 State St				2002 (University of San Diego)	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-021024		OHP PRN - 2138-0117-0000; Other - 3042 State St				2002 (University of San Diego)	
P-37-024258		Other - Kettner Blvd& Kalmia St Isolate				2001 (RMW Paleo Associates)	SD-18165
P-37-033557		Other - SXPQ 13 Pomerado Road; Resource Name - Highway 395; Other - SXPQ-13 Historic road	Object, Site	Historic	AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)	2013 (Larry Tift, ASM Affiliates, Inc.); 2015 (Kent Manchen, Matt DeCarlo, ASM Affiliates, Inc.); 2017 (Haley Chateene, PanGIS); 2017 (A. Foglia, K. Keckeisen, PanGIS, Inc.); 2018 (Sarah Stringer-Bowsher, ASM Affiliates, Inc.)	SD-17576
P-37-034303							
P-37-034304							
P-37-034318							
P-37-037090		IC Informal - RNID-3889; Other - Group 701 Isolate-1	Other	Historic	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate	2018 (Jillian L. Hahnlen, Brian F. Smith & Associates, Inc.)	SD-17605
P-37-037091		IC Informal - RNID-3889; Other - Group 701 Isolate-2	Other	Historic	AH04 (Privies/dumps/trash scatters) - isolated trash scatter; AH16 (Other) - isolate	2018 (Jillian L. Hahnlen, Brian F. Smith & Associates, Inc.)	SD-17605
P-37-037104		Other - 1329 West Spruce St., San Diego CA 92103	Building	Historic	HP02 (Single family property)	2016 (K. Crawford, Office of Marie Burke Lia)	SD-16830
P-37-037797		IC Informal - RNID-4133					
P-37-037801	CA-SDI-022514	IC Informal - RNID-4133					

Report Detail: SD-03461

Identifiers

Report No.: SD-03461

Other IDs:

Type	*Name*
NADB-R	1123461
Voided	GALLEGO153

Cross-refs:

Citation information

Author(s): KYLE, CAROLYN and ROXANA L. PHILLIPS

Year: 1998

Title: CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA

Affliliation: GALLEGO & ASSOCIATTES

No. pages:

No. maps:

Attributes: Management/planning

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: CONTRAINT ANALYSIS, DIGITAL COPY, HISTORIC RESEARCH AND WINDSHIELD SURVEY, SDM-W-2374, VEHICLE]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-000036	CA-SDI-000036	
P-37-000037	CA-SDI-000037	
P-37-000041	CA-SDI-000041	
P-37-000042	CA-SDI-000042	
P-37-000043	CA-SDI-000043	
P-37-000044	CA-SDI-000044	
P-37-000051	CA-SDI-000051	
P-37-000052	CA-SDI-000052	
P-37-000053	CA-SDI-000053	
P-37-000054	CA-SDI-000054	
P-37-012453	CA-SDI-012453	
P-37-013747	CA-SDI-013761	

No. resources: 12

Has informals:

Location information

County(ies): San Diego

USGS quad(s): La Jolla, Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/25/2018	jaime

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-04867

Identifiers

Report No.: SD-04867

Other IDs:

Type	*Name*
NADB-R	1124867
Voided	KEA01

Cross-refs:

Citation information

Author(s): KEA ENVIRONMENTAL
Year: 1996
Title: GENERAL DYNAMIC FACILITIES DEMOLITION PROJECT: FINAL EIR
Affliliation: KEA ENVIRONEMENTAL
No. pages:
No. maps:
Attributes: Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: BUILDING 2,3,AND 4, DEMOLITION PROJECT, HISTORIC AEROSPACE INDUSTRY, PORT DISTRICT, POSITIVE, PRESERVATION OF HISTORIC DISTRICT]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-08451

Identifiers

Report No.: SD-08451

Other IDs:

Type	*Name*
NADB-R	1128451
Voided	BRANDES58
Other	36-10-004

Cross-refs:

Citation information

Author(s): Brandes, Ray

Year: 1981

Title: Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981

Affliliation: Department of Parks and Recreation

No. pages:

No. maps:

Attributes: Other research

Inventory size:

Disclosure:

Collections:

General notes

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-10825

Identifiers

Report No.: SD-10825

Other IDs:	*Type*	*Name*
	NADB-R	1130825
	Voided	HISTORIC95

Cross-refs:

Citation information

Author(s): VARIOUS
Year:
Title: GENERAL DYNAMICS FACILITIES, 3302 PACIFIC HIGHWAY, SAN DIEGO, CA
Affliliation:
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: 3302 PACIFIC HIGHWAY, GENERAL DYNAMICS FACILITIES, UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:	*Date*	*User*	*Action taken*
	8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-11955

Identifiers

Report No.: SD-11955

Other IDs:

Type	*Name*
NADB-R	1131955
Voided	KIMS01

Cross-refs:

Citation information

Author(s): KIM, STEVE

Year: 2008

Title: PROPOSED FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT SURFACE DETECTION EQUIPMENT-MODEL X (ASDE-X) UPGRADE SYSTEM TO SERVE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CALIFORNIA

Affliliation: FEDERAL AVIATION ADMINISTRATION

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-14740

Identifiers

Report No.: SD-14740

Other IDs:

Type	*Name*
NADB-R	1134740
Voided	CITYSD1136

Cross-refs:

Citation information

Author(s): CITY OF SAN DIEGO
Year: 2014
Title: SEWER GROUP JOB 743
Affliliation: CITY OF SAN DIEGO
No. pages: 134
No. maps: 0
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

[NADB Keywords: CLAIREMONT MESA, DIGITAL REPORT, LA JOLLA, SEWER, UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego		

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/9/2018	Tech1

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.
4/9/2018	Tech1	SCJ; data added

Record status: Database Complete

Report Detail: SD-15065

Identifiers

Report No.: SD-15065

Other IDs:	*Type*	*Name*
	NADB-R	1135065

Cross-refs: See also SD-15064
See also SD-15066

Citation information

Author(s): CAROLE DENARDO, RACHAEL GREENLEE, and CAPRICE HARPER
Year: 2012 (Apr)
Title: MID-COAST CORRIDOR TRANSIT PROJECT: ARCHAEOLOGICAL SURVEY REPORT, SAN DIEGO, CALIFORNIA
Affliliation: GARCIA AND ASSOCIATES
No. pages: 220
No. maps:
Attributes: Archaeological, Field study, Other research
Inventory size: UNKNOWN
Disclosure: Not for publication
Collections: No

Sub-desig.:
Author(s):
Year:
Title:
Affiliation:
Report type(s):
Inventory size:
No. pages:
Disclosure:
Collections:
PDF Pages: -

General notes

KEYWORDS: SITE UPDATES, POSITIVE FINDINGS, SURVEY, CAMP CALVIN B. MATTHEWS, UNIVERSITY OF SAN DIEGO, OLD TOWN SAN DIEGO, SANDAG

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-012557	CA-SDI-012557	

No. resources: 1
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Del Mar, La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	12/17/201	bree
Last modified:	2/12/2018	Tech1

IC actions:	*Date*	*User*	*Action taken*
	2/12/2018	Tech1	SCJ

Record status: Database Complete

Report Detail: SD-15066

Identifiers

Report No.: SD-15066

Other IDs:	*Type*	*Name*
	NADB-R	1135066
	Agency Nbr	SANDAG

Cross-refs: See also SD-15064
See also SD-15065

Citation information

Author(s): SANDAG
Year: 2013 (Apr)
Title: MID-COAST CORRIDOR TRANSIT PROJECT: HISTORIC PROPERTY EFFECTS REPORT
Affliliation: SANDAG
No. pages: 352
No. maps: 11
Attributes: Architectural/Historical, Evaluation, Field study, Other research
Inventory size: 0
Disclosure: Unrestricted
Collections: No

General notes

KEYWORDS: HISTORIC PROPERTY, SURVEY, EVALUATION, POSITIVE FINDINGS, ELIGIBLE LISTINGS, OLD TRIESTE RESTAURANT, UCSD, POINT LOMA QUAD, DEL MAR QUAD, LA JOLLA QUAD, SANDAG

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Del Mar, La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	12/17/201	bree
Last modified:	2/12/2018	Tech1

IC actions:	*Date*	*User*	*Action taken*
	12/18/201	bree	Numerous site records for historic resources removed from report, none had designation numbers at the time of entry into the database.
	2/12/2018	Tech1	SCJ

Record status: Database Complete

Report Detail: SD-17661

Identifiers

Report No.: SD-17661

Other IDs:

Type	*Name*
NADB-R	1137661
Submitter	ASM P/N 21430.01

Cross-refs:

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	2/4/2019	
Last modified:	2/7/2019	jlennox

IC actions:

Date	*User*	*Action taken*
2/7/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-17800

Identifiers

Report No.: SD-17800

Other IDs:	*Type*	*Name*
	NADB-R	1137800
	Other	ASM P/N 21430.01

Cross-refs:

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: FINAL ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	9/29/2019	
Last modified:	9/30/2019	jlennox

IC actions:	*Date*	*User*	*Action taken*
	9/30/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-02788

Identifiers

Report No.: SD-02788

Other IDs:

Type	*Name*
NADB-R	1122788
Voided	ASI 10

Cross-refs:

Citation information

Author(s): OLSEN, RICHARD and SUE WADE

Year: 1993

Title: ARCHAEOLOGICAL MONITORING RESULTS REPORT FOR CONSTRUCTION OF MIDDLETOWN TRUNK SEWER, PHASE 1 SAN DIEGO WATER UTILITES SAN DIEGO, CALIFORNIA

Affliliation: ADVANCES SCIENCES INC

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Field study

Inventory size: 2525 SQ MATERS

Disclosure:

Collections:

General notes

[NADB Keywords: COASTAL AREA, DIGITAL REPORT, HISTORIC, HISTORIC REFUSE, SOUTHERN PENINSULAR]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-013329	CA-SDI-013329	

No. resources: 1

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-02932

Identifiers

Report No.: SD-02932

Other IDs:

Type	*Name*
NADB-R	1122932
Voided	SCHAEFER09
Other	89-1105

Cross-refs:

Citation information

Author(s): SCHAEFER, JERRY

Year: 1994

Title: CULTURAL RESOURCES EVALUATION FOR THE PROPOSED NORTH METRO INTERCEPTOR SEWER PROJECT, SAN DIEGO,CALIF. APPENDIX F.

Affliliation: BRIAN F. MOONEY AND ASSOCIATES

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Management/planning

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: ARCHIVAL REVIEW, COSOY, OLD TOWN, Point Loma Ouad, TEST]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): La Jolla

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-03461

Identifiers

Report No.: SD-03461

Other IDs:

Type	*Name*
NADB-R	1123461
Voided	GALLEGO153

Cross-refs:

Citation information

Author(s): KYLE, CAROLYN and ROXANA L. PHILLIPS

Year: 1998

Title: CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA

Affliliation: GALLEGO & ASSOCIATTES

No. pages:

No. maps:

Attributes: Management/planning

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: CONTRAINT ANALYSIS, DIGITAL COPY, HISTORIC RESEARCH AND WINDSHIELD SURVEY, SDM-W-2374, VEHICLE]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-000036	CA-SDI-000036	
P-37-000037	CA-SDI-000037	
P-37-000041	CA-SDI-000041	
P-37-000042	CA-SDI-000042	
P-37-000043	CA-SDI-000043	
P-37-000044	CA-SDI-000044	
P-37-000051	CA-SDI-000051	
P-37-000052	CA-SDI-000052	
P-37-000053	CA-SDI-000053	
P-37-000054	CA-SDI-000054	
P-37-012453	CA-SDI-012453	
P-37-013747	CA-SDI-013761	

No. resources: 12

Has informals:

Location information

County(ies): San Diego

USGS quad(s): La Jolla, Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/25/2018	jaime

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-04867

Identifiers

Report No.: SD-04867

Other IDs:

Type	*Name*
NADB-R	1124867
Voided	KEA01

Cross-refs:

Citation information

Author(s): KEA ENVIRONMENTAL
Year: 1996
Title: GENERAL DYNAMIC FACILITIES DEMOLITION PROJECT: FINAL EIR
Affliliation: KEA ENVIRONEMENTAL
No. pages:
No. maps:
Attributes: Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: BUILDING 2,3,AND 4, DEMOLITION PROJECT, HISTORIC AEROSPACE INDUSTRY, PORT DISTRICT, POSITIVE, PRESERVATION OF HISTORIC DISTRICT]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-05915

Identifiers

Report No.: SD-05915

Other IDs:

Type	*Name*
NADB-R	1125915
Voided	CITYSD 282

Cross-refs:

Citation information

Author(s): CITY OF SAN DIEGO
Year: 1996
Title: MITIGATED NEGATIVE DECLARATION FOR SEWER AND WATER GROUP JOB NO. 639
Affliliation: CITY OF SAN DIEGO
No. pages:
No. maps:
Attributes: Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: NO RESOURCES]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): La Mesa, National City
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-08451

Identifiers

Report No.: SD-08451

Other IDs:

Type	*Name*
NADB-R	1128451
Voided	BRANDES58
Other	36-10-004

Cross-refs:

Citation information

Author(s): Brandes, Ray

Year: 1981

Title: Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981

Affliliation: Department of Parks and Recreation

No. pages:

No. maps:

Attributes: Other research

Inventory size:

Disclosure:

Collections:

General notes

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-10444

Identifiers

Report No.: SD-10444

Other IDs:

Type	*Name*
NADB-R	1130444
Voided	MAYV17

Cross-refs:

Citation information

Author(s): May, Vonn Marie
Year: 2006
Title: UPTOWN HISTORIC ARCHITECTURAL AND CULTURAL LANDSCAPE RECONNAISSANCE SURVEY
Affliliation: IS Architecture
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: DIGITAL COPY, Unknown Findings, Uptown]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-10825

Identifiers

Report No.: SD-10825

Other IDs:

Type	*Name*
NADB-R	1130825
Voided	HISTORIC95

Cross-refs:

Citation information

Author(s): VARIOUS
Year:
Title: GENERAL DYNAMICS FACILITIES, 3302 PACIFIC HIGHWAY, SAN DIEGO, CA
Affliliation:
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: 3302 PACIFIC HIGHWAY, GENERAL DYNAMICS FACILITIES, UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-11098

Identifiers

Report No.: SD-11098

Other IDs:

Type	*Name*
NADB-R	1131098
Voided	ROBBINS201

Cross-refs:

Citation information

Author(s): ROBBINS-WADE, MARY

Year: 2006

Title: DRAFT ARCHAEOLOGICAL SURVEY REPORT SAN DIEGO INTERNATIONAL AIRPORT, AIRPORT MASTER PLAN, SAN DIEGO, CALIFORNIA

Affliliation: AFFINIS

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-11099

Identifiers

Report No.: SD-11099

Other IDs:

Type	*Name*
NADB-R	1131099
Voided	ROBBINS202

Cross-refs:

Citation information

Author(s): ROBBINS-WADE, MARY and STEPHEN R. VAN WORMER
Year: 2006
Title: HISTORIC ARCHITECTURAL SURVEY REPORT: SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN UPDATE
Affliliation: AFFINIS
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-11350

Identifiers

Report No.: SD-11350

Other IDs:

Type	*Name*
NADB-R	1131350
Voided	TARASM05

Cross-refs:

Citation information

Author(s): TARASUCK, MARC
Year: 1995
Title: ARCHITECTURAL AND HISTORICAL ASSESSMENT FOR 3042 STATE STREET, SAN DIEGO, CALIFORNIA 92103
Affliliation:
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-11955

Identifiers

Report No.: SD-11955

Other IDs:

Type	*Name*
NADB-R	1131955
Voided	KIMS01

Cross-refs:

Citation information

Author(s): KIM, STEVE

Year: 2008

Title: PROPOSED FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT SURFACE DETECTION EQUIPMENT-MODEL X (ASDE-X) UPGRADE SYSTEM TO SERVE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CALIFORNIA

Affliliation: FEDERAL AVIATION ADMINISTRATION

No. pages:

No. maps:

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure:

Collections:

General notes

[NADB Keywords: SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-13491

Identifiers

Report No.: SD-13491

Other IDs:

Type	*Name*
NADB-R	1133491
Voided	USDT01

Cross-refs:

Citation information

Author(s): U.S. DEPARTMENT OF TRANSPORTATION
Year: 2011
Title: SECTION 106 CONSULTATION FOR THE MID COAST CORRIDOR TRANSIT PROJECT, SAN DIEGO COUNTY, CA
Affliliation: U.S. DEPARTMENT OF TRANSPORTATION
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: MTS, OLD TOWN TRANSIT CENTER, SANDAG, UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Del Mar, La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-13982

Identifiers

Report No.: SD-13982

Other IDs:

Type	*Name*
NADB-R	1133982
Voided	KRAFTJ07

Cross-refs:

Citation information

Author(s): KRAFT, JENNIFER R. and BRIAN F. SMITH
Year: 2012
Title: MITIGATION MONITORING REPORT FOR THE PACIFIC HIGHWAY TRUNK SEWER, SAN DIEGO, CALIFORNIA
Affliliation: BRIAN F. SMITH AND ASSOCIATES, INC.
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: DIGITAL REPORT, MONITORING, NEGATIVE FINDINGS]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-14577

Identifiers

Report No.: SD-14577

Other IDs:

Type	*Name*
NADB-R	1134577
Voided	CITYSD1127

Cross-refs:

Citation information

Author(s): CITY OF SAN DIEGO
Year: 2013
Title: THE UPAS STREET PIPELINE REPLACEMENT PROJECT
Affliliation: CITY OF SAN DIEGO
No. pages:
No. maps:
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure:
Collections:

General notes

[NADB Keywords: BALBOA PARK, CABRILLO FREEWAY, COASTAL, DIGITAL REPORT, HISTORIC, NEGATIVE FINDINGS, STRUCTURES, SURVEY]

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:		

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.

Record status:

Report Detail: SD-14676

Identifiers

Report No.: SD-14676

Other IDs:

Type	*Name*
NADB-R	1134676
Voided	GLOBAV03

Cross-refs:

Citation information

Author(s): GLOBA, VICTOR

Year: 2012 (Dec)

Title: SAN DIEGO INTERNATIONAL AIRPORT DRAFT ENVIRONMENTAL ASSESSMENT RUNWAY 9 DISPLACED THRESHOLD PROJECT SAN DIEGO, CALIFORNIA SECTION 106 CONSULTATION

Affliliation: FEDERAL AVIATION ADMINISTRATION

No. pages: 447

No. maps: 41

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

[NADB Keywords: AIRPORT, DIGITAL REPORT, LINDBERGH FIELD, SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-000053	CA-SDI-000053	
P-37-000054	CA-SDI-000054	

No. resources: 2

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
2340 A-D Sillwater Road	San Diego		92133

PLSS: T16S R3W Sec. unsectioned Pueblo Lands SBBM

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	5/7/2018	Tech1

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.
5/7/2018	Tech1	SCJ; data added

Record status: Database Complete

Report Detail: SD-14740

Identifiers

Report No.: SD-14740

Other IDs:

Type	*Name*
NADB-R	1134740
Voided	CITYSD1136

Cross-refs:

Citation information

Author(s): CITY OF SAN DIEGO
Year: 2014
Title: SEWER GROUP JOB 743
Affliliation: CITY OF SAN DIEGO
No. pages: 134
No. maps: 0
Attributes: Archaeological, Evaluation, Other research
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

[NADB Keywords: CLAIREMONT MESA, DIGITAL REPORT, LA JOLLA, SEWER, UNKNOWN FINDINGS]

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	San Diego		

PLSS:

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/9/2018	Tech1

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.
4/9/2018	Tech1	SCJ; data added

Record status: Database Complete

Report Detail: SD-14750

Identifiers

Report No.: SD-14750

Other IDs:

Type	*Name*
NADB-R	1134750
Voided	GLOBAV04

Cross-refs:

Citation information

Author(s): GLOBA, VICTOR

Year: 2013 (Jun)

Title: SAN DIEGO INTERNATIONAL AIRPORT, NORTHSIDE IMPROVEMENTS PROJECT, SAN DIEGO CA

Affliliation: FEDERAL AVIATION ADMINISTRATION

No. pages: 506

No. maps: 38

Attributes: Archaeological, Evaluation, Other research

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

[NADB Keywords: DIGITAL REPORT, NORTHSIDE, SAN DIEGO INTERNATIONAL AIRPORT, UNKNOWN FINDINGS]

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-000036	CA-SDI-000036	
P-37-000037	CA-SDI-000037	
P-37-000053	CA-SDI-000053	
P-37-000054	CA-SDI-000054	

No. resources: 4

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
San Diego International Airport	San Diego		92133

PLSS: T16S R3W Sec. unsectioned Pueblo Lands of the City of San Diego SBBM

Database record metadata

	Date	*User*
Entered:	8/4/2014	jay
Last modified:	4/9/2018	Tech1

IC actions:

Date	*User*	*Action taken*
8/4/2014	jay	Appended record from NADB.
4/9/2018	Tech1	SCJ; data added

Record status: Database Complete

Report Detail: SD-15065

Identifiers

Report No.: SD-15065

Other IDs:	*Type*	*Name*
	NADB-R	1135065

Cross-refs: See also SD-15064
See also SD-15066

Citation information

Author(s): CAROLE DENARDO, RACHAEL GREENLEE, and CAPRICE HARPER
Year: 2012 (Apr)
Title: MID-COAST CORRIDOR TRANSIT PROJECT: ARCHAEOLOGICAL SURVEY REPORT, SAN DIEGO, CALIFORNIA
Affliliation: GARCIA AND ASSOCIATES
No. pages: 220
No. maps:
Attributes: Archaeological, Field study, Other research
Inventory size: UNKNOWN
Disclosure: Not for publication
Collections: No

Sub-desig.:
Author(s):
Year:
Title:
Affiliation:
Report type(s):
Inventory size:
No. pages:
Disclosure:
Collections:
PDF Pages: -

General notes

KEYWORDS: SITE UPDATES, POSITIVE FINDINGS, SURVEY, CAMP CALVIN B. MATTHEWS, UNIVERSITY OF SAN DIEGO, OLD TOWN SAN DIEGO, SANDAG

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-012557	CA-SDI-012557	

No. resources: 1
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Del Mar, La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	12/17/201	bree
Last modified:	2/12/2018	Tech1

IC actions:	*Date*	*User*	*Action taken*
	2/12/2018	Tech1	SCJ

Record status: Database Complete

Report Detail: SD-15066

Identifiers

Report No.: SD-15066

Other IDs:	*Type*	*Name*
	NADB-R	1135066
	Agency Nbr	SANDAG

Cross-refs: See also SD-15064
See also SD-15065

Citation information

Author(s): SANDAG
Year: 2013 (Apr)
Title: MID-COAST CORRIDOR TRANSIT PROJECT: HISTORIC PROPERTY EFFECTS REPORT
Affliliation: SANDAG
No. pages: 352
No. maps: 11
Attributes: Architectural/Historical, Evaluation, Field study, Other research
Inventory size: 0
Disclosure: Unrestricted
Collections: No

General notes

KEYWORDS: HISTORIC PROPERTY, SURVEY, EVALUATION, POSITIVE FINDINGS, ELIGIBLE LISTINGS, OLD TRIESTE RESTAURANT, UCSD, POINT LOMA QUAD, DEL MAR QUAD, LA JOLLA QUAD, SANDAG

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Del Mar, La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	12/17/201	bree
Last modified:	2/12/2018	Tech1

IC actions:	*Date*	*User*	*Action taken*
	12/18/201	bree	Numerous site records for historic resources removed from report, none had designation numbers at the time of entry into the database.
	2/12/2018	Tech1	SCJ

Record status: Database Complete

Report Detail: SD-15075

Identifiers

Report No.: SD-15075

Other IDs:	*Type*	*Name*
	NADB-R	1135075

Cross-refs:

Citation information

Author(s): JENNIFER R. KRAFT and BRIAN F. SMITH
Year: 2014 (Jul)
Title: CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 761 PROJECT
Affliliation: BRIAN F. SMITH AND ASSOCIATES, INC.
No. pages: 39
No. maps: 3
Attributes: Archaeological, Monitoring, Other research
Inventory size: 0
Disclosure: Not for publication
Collections: No

General notes

KEYWORDS: MONITORING, NEGATIVE FINDINGS, LA JOLLA QUAD, POINT LOMA QUAD, SEWER AND WATER PROJECT, GROUP 761, NO RECOVERY

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): La Jolla, Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	12/18/201	bree
Last modified:	2/12/2018	Tech1

IC actions:	*Date*	*User*	*Action taken*
	2/12/2018	Tech1	SCJ

Record status: Database Complete

Report Detail: SD-15798

Identifiers

Report No.: SD-15798

Other IDs:

Type	*Name*
NADB-R	1135798

Cross-refs:

Citation information

Author(s): Don Perez

Year: 2014 (Oct)

Title: CULTURAL RESOURCES SURVEY, SASSAFRAS / ENSITE #20787 (280742), 3420 KETTNER COULEVARD, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101, EBI PROJECT NO. 61146854

Affliliation: EBI Consulting

No. pages: 28

No. maps: 9

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): La Jolla, Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3420 Kettner Blvd	San Diego	451-690-48	

PLSS:

Database record metadata

	Date	*User*
Entered:	3/23/2016	
Last modified:	2/8/2018	Tech1

IC actions:

Date	*User*	*Action taken*
3/25/2016	eddie	JT
2/8/2018	Tech1	HLL

Record status: Database Complete

Report Detail: SD-16448

Identifiers

Report No.: SD-16448

Other IDs:	*Type*	*Name*
	NADB-R	1136448
	Submitter	2015-004

Cross-refs:

Citation information

Author(s): GARCIA-HERBST, ARLEEN
Year: 2015 (Jun)
Title: CULTURAL RESOURCES INVENTORY FOR THE PACIFIC BEACH PIPELINE PROJECT, CITY OF SAN DIEGO, CA
Affliliation: Spindrift Archaeological Consulting, LLC
No. pages: 128
No. maps: 11
Attributes: Archaeological
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-000036	CA-SDI-000036	
P-37-000053	CA-SDI-000053	
P-37-010530	CA-SDI-010530	
P-37-011571	CA-SDI-011571	
P-37-015531		
P-37-028238		
P-37-028552		
P-37-033836		

No. resources: 8
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	12/6/2016	
Last modified:	3/7/2018	jaime

IC actions:	*Date*	*User*	*Action taken*
	7/25/2017	Tech1	jt
	2/5/2018	jaime	SCJ
	3/7/2018	jaime	added resources

Record status: Database Complete

Report Detail: SD-16802

Identifiers

Report No.: SD-16802

Other IDs:	*Type*	*Name*
	NADB-R	1136802

Cross-refs:

Citation information

Author(s):
Year: 2016 (May)
Title: UPTOWN COMMUNITY PLAN AREA DRAFT HISTORIC RESOURCES SURVEY REPORT
Affliliation: CITY OF SAN DIEGO PLANNING DEPARTMENT
No. pages: 1049
No. maps: 50
Attributes: Architectural/Historical
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-016203		
P-37-016204		

No. resources: 2
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): La Jolla
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	4/26/2017	
Last modified:	3/23/2018	jaime

IC actions:	*Date*	*User*	*Action taken*
	8/2/2017	Tech1	jt
	2/1/2018	tech1	HLL
	3/23/2018	jaime	added resources

Record status: Database Complete

Report Detail: SD-16830

Identifiers

Report No.: SD-16830

Other IDs:	*Type*	*Name*
	NADB-R	1136830

Cross-refs:

Citation information

Author(s): CRAWFORD, KAREN
Year: 2016 (Nov)
Title: 1329 WEST SPRUCE ST., SAN DIEGO CA 92103
Affliliation: Office of Maria Burke Lia
No. pages: 94
No. maps: 10
Attributes: Architectural/Historical
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-037104		

No. resources: 1
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	1329 West Pruce St	San Diego	451-613-10	92103

PLSS:

Database record metadata

	Date	*User*
Entered:	7/22/2017	
Last modified:	5/21/2018	jaime

IC actions:	*Date*	*User*	*Action taken*
	8/7/2017	Tech1	jt
	2/1/2018	tech1	HLL
	5/21/2018	jaime	ADDED RESOURCE

Record status: Database Complete

Report Detail: SD-17581

Identifiers

Report No.: SD-17581

Other IDs:

Type	*Name*
NADB-R	1137581

Cross-refs:

Citation information

Author(s): STROPES, JENNIFER R.K. and BRIAN F. SMITH

Year: 2018 (Jun)

Title: HISTORIC RESOURCES STUDY FOR THE PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT AT THE SAN DIEGO INTERNATIONAL AIRPORT, CITY OF SAN DIEGO, CALIFORNIA

Affliliation: BRIAN F. SMITH AND ASSOCIATES, INC.

No. pages: 392

No. maps: 3

Attributes: Architectural/Historical, Field study

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

SURVEY; HISTORIC STRUCTURES; SAN DIEGO INTERNATIONAL AIRPORT; P-37-036757 THROUGH P-37-036762 EVALUATED AS NOT SIGNIFICANT WITH NO ADVERSE EFFECT; P-37-036756 AND P-37-028620 EVALUATED AS SIGNIFICANT HISTORIC RESOURCES UNDER NRHP/CRHR CRITERION A/1; P-37-015548 EVALUATED AS A SIGNIFICANT HISTORICAL RESOURCE UNDER NRHP/CRHR CRITERIA A/1, C/3, AND D/4; HABS/HAER DOCUMENTATION COMPLETED FOR P-37-036756 AND P-37-028620; HABS/HAER DOCUMENTATION COMPLETED FOR P-37-036757 AS AN ADDITION TO P-37-036756; NO DIRECT IMPACTS OR ADVERSE EFFECTS TO P-37-015548

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-015548		
P-37-028620		
P-37-036756		
P-37-036757		
P-37-036758		
P-37-036759		
P-37-036760		
P-37-036761		
P-37-036762		

No. resources: 9

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
		760-005-10, -28, -29, -30, -31, -33, -35, -36, -37	
		760-005-38, -39, -41	
		760-006-05, -07, -08, -21, -45, -47, -48, -49, -50	
		760-006-51	
		760-009-02, -04, -05	
		760-039-07, -08, -11, -12, -15, -17, -18, -19, -29	
		760-039-38, -51, -53, -54, -56, -57, -58, -65, -66	
		760-039-67	

760-060-01 THROUGH -85
760-061-01 THROUGH -69
760-062-01, -02, -03, -04, -05

PLSS: T17S R3W

Database record metadata

	Date	*User*	
Entered:	10/23/201		
Last modified:	10/26/201	jaime	
IC actions:	*Date*	*User*	*Action taken*
	10/26/201	jaime	POPULATED ATTRIBUTES
Record status:	Database Complete		

Report Detail: SD-17605

Identifiers

Report No.: SD-17605

Other IDs:

Type	*Name*
NADB-R	1137605
Agency Nbr	CITY OF SAN DIEGO PROJECT NUMBER 380583; SE

Cross-refs:

Citation information

Author(s): HAHNLEN, JILLIAN L. and BRIAN F. SMITH

Year: 2018 (Aug)

Title: CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 701 PROJECT, CITY OF SAN DIEGO

Affliliation: BRIAN F. SMITH AND ASSOCIATES, INC.

No. pages: 77

No. maps: 6

Attributes: Archaeological, Architectural/Historical, Monitoring, Other research

Inventory size:

Disclosure: Not for publication

Collections: Yes

General notes

ISOLATED RECOVERY; ARCHIVAL RESEARCH; CURATION; ARCHAEOLOGICAL MONITORING; HISTORIC RESOURCES; NOT SIGNIFICANT

Associated resources

Primary No.	*Trinomial*	*Name*
P-37-037090		
P-37-037091		
P-37-037092		

No. resources: 3

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS: T17S R3W Sec. 2 SBBM

Database record metadata

	Date	*User*
Entered:	10/23/201	
Last modified:	10/26/201	jaime

IC actions:

Date	*User*	*Action taken*
10/26/201	jaime	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-17661

Identifiers

Report No.: SD-17661

Other IDs:	*Type*	*Name*
	NADB-R	1137661
	Submitter	ASM P/N 21430.01

Cross-refs:

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	2/4/2019	
Last modified:	2/7/2019	jlennox

IC actions:	*Date*	*User*	*Action taken*
	2/7/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-17747

Identifiers

Report No.: SD-17747

Other IDs:	*Type*	*Name*
	NADB-R	1137747

Cross-refs:

Citation information

Author(s): HAHNLEN, JILLIAN L. and BRIAN F. SMITH

Year: 2019 (Mar)

Title: CULTURAL RESOURCE MONITORING REPORT FOR THE WATER AND SEWER GROUP 954 PROJECT, SAN DIEGO, CALIFORNIA PROJECT NO. 409189; WATER WBS NO. B-10187; SEWER WBS NO. B-13203

Affliliation: BRIAN F. SMITH AND ASSOCIATES, INC.

No. pages: 45

No. maps: 4

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

KEY WORDS: MITIGATION MONITORING; NO SIGNIFICANT DISCOVERIES

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS: T16S R3W Sec. 34 SBBM

Database record metadata

	Date	*User*
Entered:	5/12/2019	
Last modified:	5/15/2019	jlennox

IC actions:	*Date*	*User*	*Action taken*
	5/15/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-17800

Identifiers

Report No.: SD-17800

Other IDs:	*Type*	*Name*
	NADB-R	1137800
	Other	ASM P/N 21430.01

Cross-refs:

Citation information

Author(s): WILLIAMS, BRIAN

Year: 2019 (Jan)

Title: FINAL ARCHAEOLOGICAL RESOURCES MONITORING RESULTS FOR CONSTRUCTION OF SAN DIEGO GAS & ELECTRIC'S VINE SUBSTATION PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Affliliation: ASM AFFILIATES, INC.

No. pages: 31

No. maps: 7

Attributes: Archaeological, Monitoring

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	9/29/2019	
Last modified:	9/30/2019	jlennox

IC actions:	*Date*	*User*	*Action taken*
	9/30/2019	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-18165

Identifiers

Report No.: SD-18165

Other IDs:	*Type*	*Name*
	NADB-R	1138165

Cross-refs:

Citation information

Author(s): KNABB, KYLE
Year: 2019 (Sep)
Title: ETS 41284: CULTURAL RESOURCES MONITORING REPORT FOR THE RENEW DEEP WELL ANODE, SAN DIEGO PROJECT
Affliliation: CHAMBERS GROUP
No. pages: 5
No. maps: 1
Attributes: Archaeological, Monitoring
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-024258		

No. resources: 1
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	1/20/2020	
Last modified:	1/24/2020	jlennox

IC actions:	*Date*	*User*	*Action taken*
	1/24/2020	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-18331

Identifiers

Report No.: SD-18331

Other IDs:

Type	*Name*
NADB-R	1138331
OHP PRN	FCC_2014_1112_006

Cross-refs:

Citation information

Author(s): PEREZ, DON C.

Year: 2018 (Apr)

Title: ARCHAEOLOGICAL ADDENDUM TO FCC FORM 620, SASSAFRAS - A / FUZE #3574268, [FORMERLY ENSITE #20787 (280742)], 3420 KETTNER BLVD, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101, EBI PROJECT NO. 6118002464 [FORMERLY 61146854], TCNS 116959

Affliliation: EBI CONSULTING

No. pages: 58

No. maps: 1

Attributes: Archaeological, Other research

Inventory size:

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): San Diego

USGS quad(s): Point Loma

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
3420 KETTNER BLVD	SAN DIEGO		92101

PLSS:

Database record metadata

	Date	*User*
Entered:	4/27/2020	
Last modified:	5/15/2020	jlennox

IC actions:

Date	*User*	*Action taken*
5/15/2020	jlennox	POPULATED ATTRIBUTES

Record status: Database Complete

Report Detail: SD-18437

Identifiers

Report No.: SD-18437

Other IDs:	*Type*	*Name*
	NADB-R	1138437

Cross-refs:

Citation information

Author(s): FOGLIA, ALBERTO B.
Year: 2020 (Feb)
Title: ETS 41640: ARCHAEOLOGICAL MONITORING FOR THE ALADDIN AIRPORT PARKING PRIORITY REVIEW PROJECT
Affliliation: PANGIS
No. pages: 10
No. maps: 3
Attributes: Archaeological, Monitoring
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-37-021002		

No. resources: 1
Has informals: No

Location information

County(ies): San Diego
USGS quad(s): Point Loma
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	4/27/2020	
Last modified:	10/15/202	jlennox

IC actions:	*Date*	*User*	*Action taken*
	5/21/2020	jlennox	POPULATED ATTRIBUTES
	10/15/202	jlennox	ADDED RESOURCE

Record status: Database Complete

Appendix B

DPR Forms

State of California ♉ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 14 ***Resource Name or #:** (Assigned by recorder) Port Administration Building
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** San Diego **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Point Loma **Date** ____ **T** 16S ; **R** 03W ; ___ ☐ **of** ___ ☐ **of Sec** 34 ; ____ **B.M.**
c. Address 3165 Pacific Highway City San Diego Zip 92101
d. UTM: Zone 11S , 483395.10 m E mE/ 3621960.12 mN
e. Other Locational Data: APNs 7600051000; 4516010600

***P3a. Description:** The Port of San Diego Administration Building is located at 3165 Pacific Highway, just south of Sassafras Street on the eastern edge of the San Diego Airport. The seven-story concrete building has a square floorplan measuring approximately 142 feet east-west and 142 feet north-south. The building has a flat roof with a slightly offset penthouse which houses mechanical equipment. The building is a three-part vertical block; multiple series of five decorative false columns separate the base from the shaft and a smooth stringcourse separates the shaft from the capitol. The exterior of the ground floor is faced in series of concrete rectangles topped by a slightly recessed frieze of evenly spaced groups of 5 rounded bars. There are four entrances, one on each side. The primary entrance, located on the northern façade, features a concrete canopy supported by "L" shaped columns (Photo 2).

***P3b. Resource Attributes:** HP7. Commercial Building, over 3 stories
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking southeast, 11/12/2020

***P6. Date Constructed/Age and Source:** 1942/as-built plans
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
San Diego Port Authority
3165 Pacific Hwy
San Diego, CA 92101

***P8. Recorded by:**
Alta Cunningham
Ascent Environmental
Sacramento, CA 95814

***P9. Date Recorded:** Nov 12, 2020
***P10. Survey Type:** Intensive

***P11. Report Citation:** Ascent Environmental. 2021. *Historic Resource Evaluation Report for the Stay Open San Diego Hotel Redevelopment Project*. Prepared for San Diego Port Authority.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Port Administration Building ***NRHP Status Code** 6Z
Page 2 **of** 14

B1. Historic Name: General Administration Building for Consolidated Aircraft Corporation
B2. Common Name: Port of San Diego Administration Building
B3. Original Use: business administration B4. Present Use: same

***B5. Architectural Style:** WWII industrial architecture

***B6. Construction History:** Constructed 1942; from the 1942 plans, it appears that the 7th floor windows were constructed as part of the original building, however, the windows on the 6th floor were added around 1986 and the windows on the 5th on floor were added approximately 1998. The primary entrance has also been altered with the addition of a concrete canopy.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A
B9a. Architect: William Templeton Johnson b. Builder: unknown

***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

This building does not appear to meet the criteria for the City of San Diego Register, the California Register of Historical Resources (CRHR), or the National Register of Historic Places (NRHP).

Development of the Aerospace Industry in San Diego

The development of the aerospace industry in San Diego began when T. Claude Ryan opened a flying school in 1922. The newly established Ryan Airlines, located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue, developed some of the most creative designs in aviation history, including a M-1 monoplane used for delivering mail. Charles Lindbergh tested the Spirit of St. Louis, a Ryan M-2, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Inspired by Lindbergh's historic flight, the city of San Diego constructed a two-runway airport, San Diego Municipal Airport – Lindbergh Field, which was dedicated on August 16, 1928 (City of San Diego 2017:21).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** See Continuation Sheet, page 10.
B13. Remarks:

***B14. Evaluator:** Alta Cunningham, MA; Emilie Zelazo, MA
***Date of Evaluation:** January 5, 2021

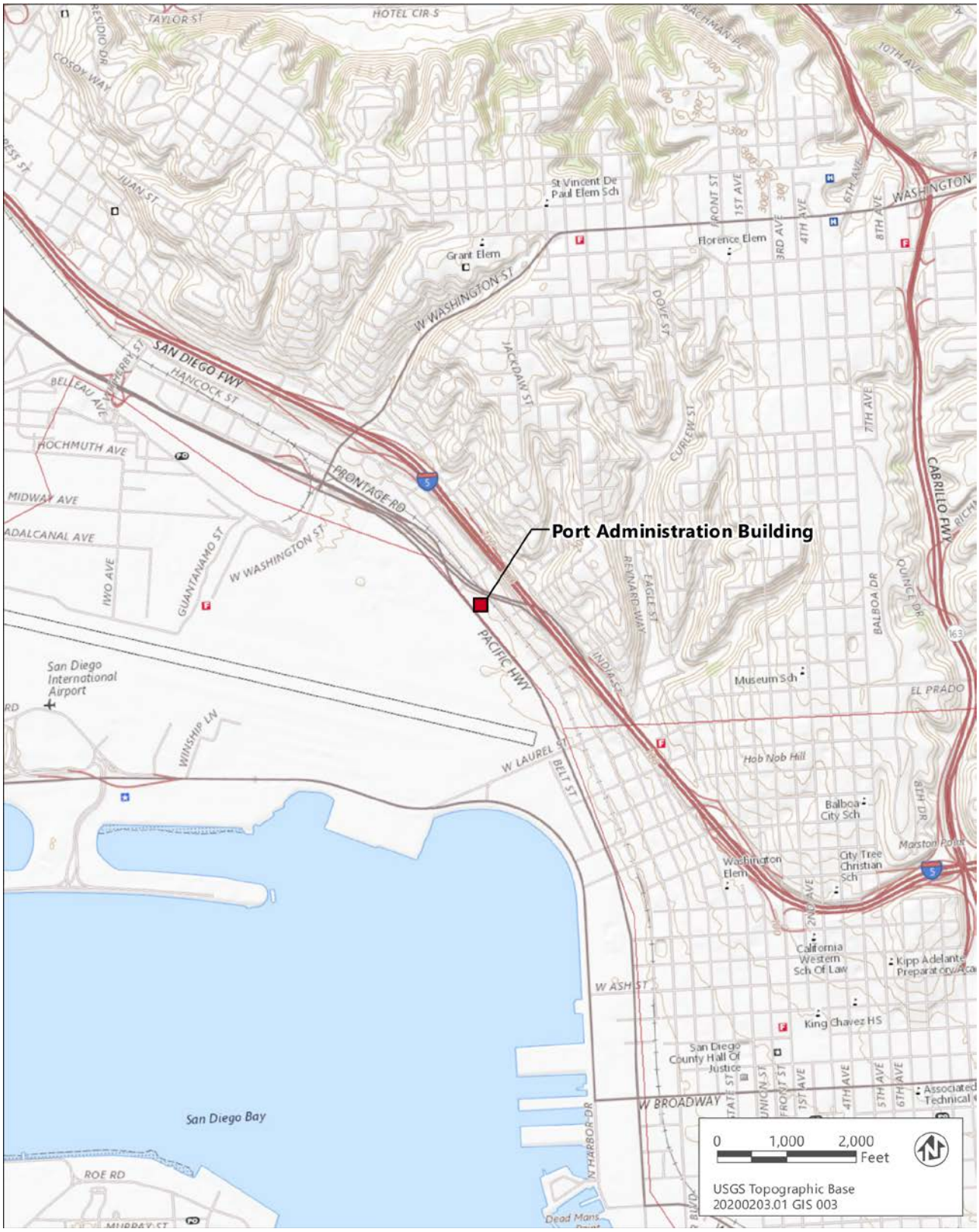
(This space reserved for official comments.)

State of California ♘ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

LOCATION MAP

Page 3 of 14 Resource Name or # Port Administration Building
*Map Name: ESRI *Scale: *Date of map: 2015



P3a. Description (continued)

The entrance on the western façade is framed by a bump out comprised of four posts and a lintel (Photo 3). Windows are only present on the 5th, 6th, and 7th floors and flanking the primary entrance. On the 5th and 6th floors, the windows are comprised of three panes horizontally placed in between the false columns. Windows on the 7th floor are the same but also include three-paned windows on each end which meet at the corners to give a wrap-around effect. Based on As-Built plans, the majority of the building is constructed from concrete with steel framing, and pre-cast concrete fixtures.

B10. Significance (continued)

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft (Consolidated). The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. In 1935, Fleet made the decision to move the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field (City of San Diego 2017:22). Plans for the new plant facility were developed in 1934 and consisted of a 300- by 1500-foot factory with a Spanish architectural design. The Spanish design gave way to a more practical metal walled design. Bids for construction were requested in December 1934; Consolidated hired B. O. Larsen, general contractor of San Diego, to oversee the actual construction. Work commenced on May 26, 1935 and was one of the largest construction projects in San Diego at the time (San Diego Unified Port District 1996:B14).

In mid-August 1935, Consolidated closed their Buffalo plant, packed up 157 box cars of equipment, planes, and parts. Over 400 employees also made the move to San Diego. On October 20, 1935, the plant was officially dedicated with a day-long event. The city of San Diego rolled out the welcome mat for Consolidated, with 30,000 residents flocking to the airport for the ceremony. Consolidated also brought two of its largest production contracts; the first was a $1.9 million contract for 50 Army pursuit planes and the second $6.5 million contract was for 60 of the newly designed Navy flying boats, or PBYs. At the dedication the plant had 874 employees; the number rapidly increased to over 1,500 by February 1936 (San Diego Unified Port District 1996:B15; San Diego Air and Space Museum 2021).

Consolidated management quickly realized that the new plant was not large enough to deal with the 60 PBY order. The realization was compounded when an order for the experimental XPB2Y-1 plane came in, requiring a secured 96,380 square foot design and assembly building due to the experimental nature of the plane. The expansion, completed in November 1936, resulted in an increase of floor space by 75 percent. New contracts for PBYs for South America and an additional 50 PBYs for the Navy quickly filled the new additions of the plant. In October 1936, the plant was employing over 3,000 workers. By January 1937, the numbers had increased to 3,613. The state-of-the-art factory featured a special monorail system for transferring materials through the plant as well as an experimental facility to test and incorporate new technology, materials, and design. Sales for the company in 1937 and 1938 would top $12 million annually as Consolidated completed the largest peace time orders for Navy aircraft ever placed up to that time (San Diego Unified Port District 1996:B15, B18).

By December 1937 production contracts were being completed and the number of employees was shrinking. To combat this, Fleet and Consolidated's chief designer kept the crew busy on innovations and experimental models for new planes and improvements to the PBYs. Consolidated test pilots helped sell the company's products such as the PBYs through non-stop long-distance flights to Hawaii, Panama, and Florida. These non-production activities would reap great benefits for the company in the next few years as the United States increased mobilization efforts in response to World War II (WWII) breaking out in Europe in September 1939 (San Diego Unified Port District 1996:B19).

B10. Significance (continued)

Consolidated Aircraft was one of the major contributors and benefactors in the national defense buildup. Consolidated's experimental model of the XB-24 plane was the prototype for the B-24 Liberator bomber. The United States Army Air Corps had approached Consolidated to set up a second production line for Boeing's B-17 Flying Fortress, however, after looking at Boeing's Seattle operation, Fleet told the Army that Consolidated could build a better, more modern bomber. (Nakamura 2012; Swopes 2018). Orders for military planes funded from the Vinson Act passed by Congress in 1938 revived the company's production lines. In March 1939, the Navy made a $4.7 million order; in April, the Army called for $2.8 million in planes, and in August added $8.5 million for the B-24. The B-24, with advanced flying range and modifiable structure, became the most manufactured combat airplane in United States history. In thirteen cities, modification centers managed by other aircraft and automotive plants ensured export-ready B-24 Liberators and PBY Catalinas by the spring of 1941. The San Diego plant provided the location for final assembly of the airframe and its components, the nucleus of the network Consolidated produced 6,726 of the 18,482 total B-24s built for the war (Nakamura 2012; Swopes 2018; San Diego Unified Port District 1996:B20-21; San Diego Air and Space Museum 2021).

Consolidated realized that the 1936 expansion was insufficient, and the plant was out of space. An additional 17 acres were acquired and at the September 1940 dedication ceremony, Fleet commented on the rapid growth of the plant and company in the five years since moving to San Diego. The plant had grown to over 867,000 square feet of covered space, was employing over 9,600 employees and had a backlog of $132 million in orders--all numbers that were expected to double by the end of the year (San Diego Unified Port District 1996:B20-22). As orders continued to come in, Consolidated once again outgrew its expended plant. Plant 2 (also known as Hangar 19) was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street, by October 1941. This plant consisted of eight separate buildings totaling 1.6 million square feet of manufacturing space (City of San Diego 2017:22; San Diego Unified Port District 1996:B23).

The United States entered into WWII in December 1941; at Consolidated, 1941 marked another significant event in the company's history—Reuben Fleet' s sale of the company. The government's growing control of his manufacturing plants, divulgence of his company's designs to rival aircraft companies and the automobile industry, the growing strength of the labor unions, back taxes, and a new tax code set to enact in 1942, all pushed Fleet to sell (San Diego Unified Port District 1996:B27). In December 1941 Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair) (City of San Diego 2017:22).

Production efforts at Convair peaked in January 1944 when 74 PBYs and 253 B-24s were completed, an average of 8 planes a day. In October 1944, Convair still had over $555 million in backlogged orders, and ground was broken in November 1944 for the expansion of a large runway to be used as a testing facility for the company's planned post-war movement into the commercial airline business. The Low Speed Wind Tunnel began operations in May 1947, located south of the main plant. The tunnel has been used in numerous military and civilian aerospace development programs, including the F-106, B-58, F-111, F-16, Global Hawk Unmanned Aerial Vehicle, Tomahawk Cruise Missile and Advanced Cruise Missile. Nevertheless, the number of employees had dropped from 37,859 to 27,299 during 1944. By the end of June 1945, the company forecasted that not more than 5,000 employees would remain at the plant by the end of the year (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

B10. Significance (continued)

A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994 (City of San Diego 2017:22). During the Cold War era, the Convair Division of General Dynamics participated in numerous successful defense and space exploration programs, including development of the B-36 intercontinental bomber, F-102 and F-106 delta wing jet fighters, B-58 Hustler (supersonic bomber), the Atlas Missile, and Advanced Cruise Missile. Except for the latter, the San Diego facility was not used for these programs; all airplane manufacturing had been transferred to the General Dynamics Fort Worth plant (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

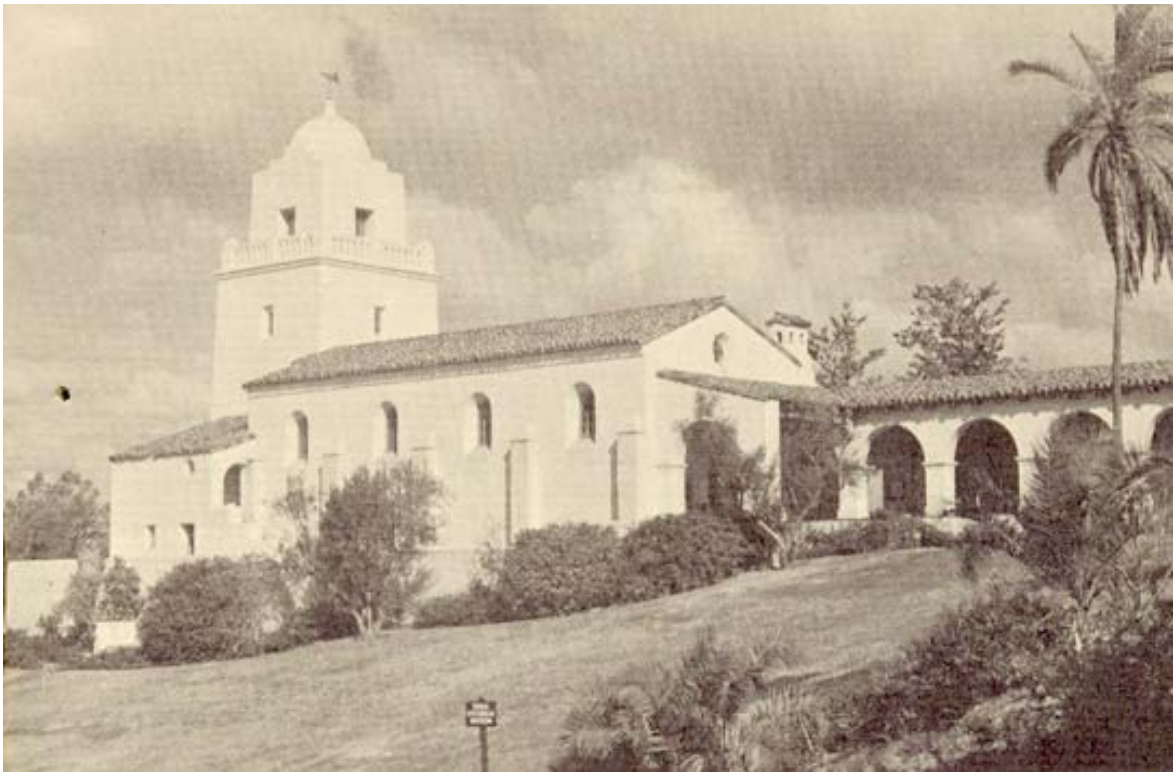
William Templeton Johnson

William Templeton Johnson was born on August 31, 1877 in Staten Island, New York. He studied architecture at Columbia University in New York and at L'Ecole des Beaux-Arts in Paris from 1908 to 1911. He and his wife moved to San Diego in 1912 where he established his own architectural firm and designed several residences in both Coronado and San Diego, as well as numerous designs for the 1915 Panama California exhibition buildings in Balboa Park. Although Johnson produced works in many architectural styles of the era, he preferred the modern traditionalism of Spanish Revival. Schooled during the Arts and Crafts movement, Johnson felt that architecture should be endemic to the spirit of the land, and that San Diego's Spanish heritage and Mediterranean climate lent itself to the practicality of Mission architecture and a culture of indoor-outdoor living (Schaffer 1999).

Some of Johnson's more notable early works from the 1920s include the La Jolla Public Library, the Junipero Serra Museum, the Museum of Fine Arts in Balboa Park, the La Valencia Hotel in La Jolla, and the San Diego Trust and Savings Bank. The Junipero Serra Museum (see photo below), constructed in the Spanish Colonial Revival style, was designated a National Historic Landmark in 1960 and listed in the NRHP in 1966. From 1930 through 1933, he was involved with several more construction projects in Balboa Park, including the base for the statue of El Cid Campeador and the design of the Museum of Natural History. Between 1935 and 1938, he designed many public institutional structures including the City and County of San Diego Administration Building. From 1939 until his retirement in 1955, his firm designed a number of residences, at least ten school buildings, the San Diego State University Master Plan, the main branch of the San Diego Public Library, and the Consolidated Aircraft Corporation General Administration Building (O'Leary 2020; San Diego History Center 2020). For his contributions to the city, San Diego designated Johnson as a Master Architect.

In 1939, Johnson was named a fellow of the Architectural Institute of American (AIA). His fellowship described him as "always active in San Diego civic and cultural affairs," and was well known for his works on city planning. Johnson's civic duties included the presidencies of the Fine Arts Society and of the San Diego Chapter of the AIA; and a member of the City Planning Commission, the Park Commission, the Library Commission, the board of the San Diego Symphony Association, the University Club, the Cuyamaca Club, and the Executive Committee of the National Conference on City Planning. Johnson passed-away on October 14, 1957, in the home he designed on Trias Street in Mission Hills (Schaffer 1999; San Diego History Center 2020).

B10. Significance (continued)



Junipero Serra Museum (San Diego History Center 2020)

WWII Industrial Architecture

The Port Administration Building is built in a style that is distinctive to WWII industrial architecture. As described by noted industrial factory architect Albeit Khan, wartime needs for speedy production placed an emphasis on large-scale buildings with a high security design. Technical and trade journals of the time were filled with discussion of innovative designs and plans for producing new "blackout plants." New innovations in ventilation, air conditioning, and fluorescent lighting allowed for windowless "blackout" buildings that could house around the clock shifts without exposing themselves as nighttime targets. Prefabricated steel walls that allowed for rapid construction, bomb resistance, and perpetual blackouts were improved with sawtooth roofs which directed light into the building, white cement floors to reflect light up into the underside of wings and fuselages, and oversized paint spray enclosures with state-of-the-art ventilation systems (San Diego Unified Port District 1996). All utilities were placed underground. Bomb shelters were often also constructed under buildings. The streamlined and minimalist style of these WWII buildings could be said to be a form of modernist architecture, which is based upon new and innovative technologies of construction, particularly the use of glass, steel, and reinforced concrete; the idea that form should follow function (functionalism); an embrace of minimalism; and a rejection of ornament (Royal Institute of British Architects 2021).

B10. Significance (continued)

Lindbergh Field Plant Historic District

The Lindbergh Field Plant (LFP) Historic District was first recorded in 1996 as part of the General Dynamics Facility Demolition Project Environmental Impact Report (Report #SD-04867). At that time, KEA was tasked with recording and evaluating the plant because it was to be demolished as part of the terms of Convair's 50-year lease with the Port of San Diego. As a result of the KEA investigation, the significance of the LFP Historic District was defined and documented in a HABS/HAER study. The historic district was determined eligible for the CRHR under Criteria 1, 2, and 3. The period of significance for the district is 1935 - 1945, which covers the arrival of Consolidated Aircraft in San Diego and the era of WW II.

The LFP Historic District was comprised of 19 buildings, two footbridges, and the scales office located in the Harbor Drive Test Facility. Five of the buildings and one footbridge were determined to be significant contributors to the district. These buildings were Building 2, the aircraft structure assembly; Building 3, the assembly and plastic/composite manufacturing building; Building 4, the aircraft final assembly building; Building 8 final finishing and tool production building; and Building 9, the boiler housing. In addition, four of these buildings (Building 2, 3, 4, and 9) were individually eligible for the CRHR. Building 8 and the footbridge were considered contributing elements to the historic district but were not found to be individually eligible. The General Dynamics Facility Demolition Project Environmental Impact Report identified buildings 2, 3, 4, and 9 as being slated for demolition.

The LFP Historic District was found to be significant within both local and national contexts under Criterion 1. During its period of significance, the LFP achieved both local and national significance. Consolidated Aircraft, predecessor of Convair and later the Convair Division of General Dynamics, moved to San Diego in 1935. The company's growth during the next ten years made it the number one private industry employer in San Diego. Consolidated's reputation and innovations also established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid- 20th century. LFP's national significance is specifically related to the role it played during the national defense industry expansion prior to and during WW II (San Diego Unified Port District 1996).

LFP's historic district is considered eligible for the CRHR under Criterion 2 due to its association with founder Major Reuben H. Fleet. Major Fleet was in many ways directly responsible for the development of the aerospace industry in San Diego. He is also a national figure and played an important role in the innovations and growth of aerospace technology in the United States. The national success and growth of Consolidated and Convair during the war years helped form the foundation of an aerospace industry that would be the number one civilian employer in the city for nearly 50 years. Fleet, a pioneer aviation industry developer and visionary, was the guiding force in the company' s, and subsequently the city's, rise in the aerospace industry. Fleet's Consolidated Aircraft Company established an industrial direction for the City that lasted throughout the Cold War era. The buildings in the historic district are the best surviving examples of the industrial complex that is most closely associated with Fleet's aerospace career.

In addition, buildings at the LFP represents a distinctive type of typical WW II era industrial architecture (Criterion 3). The large-scale manufacturing design of Buildings 1-5 reflect the massive industrial construction program that the nation' s civilian manufacturers used to help win the war. Buildings 2, 3, 4, and 9 retain good integrity of their original manufacturing designs. In conjunction with the Federal government, the nation's industrial manufacturers, architects, and structural engineers worked together to provide modem industrial plants to supply the necessary equipment for the Allied war effort. The state-of-the-art architectural designs of industrial plants such as Consolidated' s LFP yielded improved efficiency and increased production. Buildings 2, 3, 4, 8, and 9 were designed by Taylor and Taylor, a nationally recognized architectural firm based in Los Angeles. These innovative new plants helped move airplane manufacturing from the realm of craft-industry into the world of mass-production.

B10. Significance (continued)

Application of Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the LFP Historic District (no longer extant), Convair, WW II, and the aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. This building was designed to be, and functioned as, the administrative offices for the LFP as a whole. It should be noted that the Port Administration Building was not included in the LFP Historic District boundaries in 1996, nor does it appear that it was considered as a potential contributing element. This could be because buildings that showed significant alteration or deterioration were excluded from consideration (KEA 1996). Therefore, although the subject property is generally associated with events that have made a significant contribution to local and national history, the historic record did not reveal a specific contribution related to the building. Therefore, the Port Administration Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Port Administration Building must be associated with the lives of persons significant in our past. While the LFP Historic District (no longer extant) was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc. Also, while the Port Administration Building was designed by William Templeton Johnson, this building does not appear to be the most representative example of his work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Port Administration Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by William Templeton Johnson, who is most famously known for Spanish Revival architecture in San Diego. The Port Administration Building, however, is constructed in a minimalist style that is distinctive to WWII industrial architecture. While the Port Administration Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, and therefore does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Port Administration Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

B10. Significance (continued)

Integrity Consideration

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. **Location** is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property that illustrates the character of the place. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. **Association** is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

The Port Administration Building appears to have lost the majority of its integrity. While the building maintains integrity for location as it has not been moved since construction, it has lost integrity of setting, feeling, and association due to the demolition of the majority of the LFP Historic District. The Port Building has also lost integrity of design, materials, and workmanship due to the modified main entrance, the addition of windows to the 5th and 6th floors, the annex was added to its south side.

B12. References (continued)

City of San Diego. 2017 (February). *Midway – Pacific Highway Community Plan Area Historic Resources Survey Report*. Prepared by Galvin Preservation Associates Inc.

Nakamura, Natalie. 2012. San Diego and The Pacific Theater: Consolidated Aircraft Corporation Holds the Home Front. *The Journal of San Diego History*. Fall 2012, Volume 58, Number 4. Available: https://sandiegohistory.org/journal/v58-4/v58-4Nakamura.pdf

O'Leary, Cornelius. 2020. Coronado Historical Association and Coronado Museum. Architect Wednesday: William Templeton Johnson 11/18/2020. Available: https://coronadohistory.org/blog/architect-wednesday-william-templeton-johnson-11182020/. Accessed December 22, 2020.

Royal Institute of British Architects. 2021. What is Modern Architecture? Available: https://www.architecture.com/explore-architecture/modernism. Accessed January 4, 2021.San Diego Air and Space Museum. 2021. Consolidated Convair Online Exhibit. Available: https://sandiegoairandspace.org/exhibits/online-exhibit-page/consolidated-convair-online-exhibit. Accessed January 3, 2021.

San Diego History Center. 2020. Biographies. William Templeton Johnson (1877-1957). Available: https://sandiegohistory.org/archives/biographysubject/wtjohnson/. Accessed December 22, 2020.

San Diego Unified Port District. 1996 (February). *Historical and Architectural Assessment of the General Dynamics Facility, Lindbergh Field*. Appendix B of the General Dynamics Facility Demolition Project Environmental Impact Report. Prepared by KEA Environmental, Inc. San Diego.

Schaffer, Sarah J. 1999. A Civic Architect for San Diego: The Work of William Templeton Johnson. *The Journal of San Diego History.* Summer 1999, Volume 45, Number 3. Gregg Hennessey, Editor.

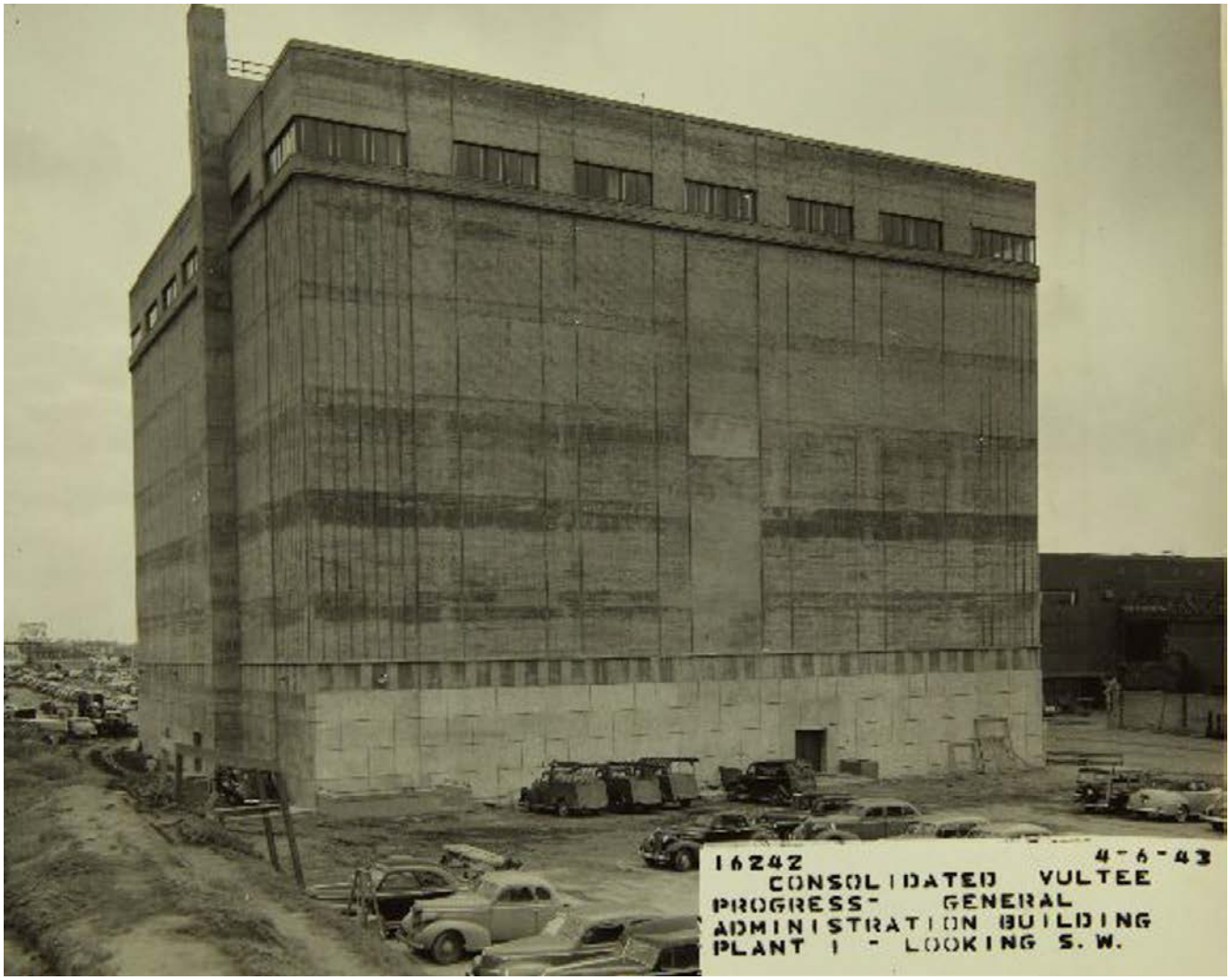
Swopes, Bryan R. 2018. This Day in Aviation—Important Dates in Aviation History. 29 December 1939. Available: https://www.thisdayinaviation.com/tag/consolidated-aircraft-company/. Accessed January 4, 2021.

Photo 2. Main entrance, facing southeast. Photo taken 11/12/2020.

Photo 3. Western façade, facing northeast. Photo taken 9/18/2020.

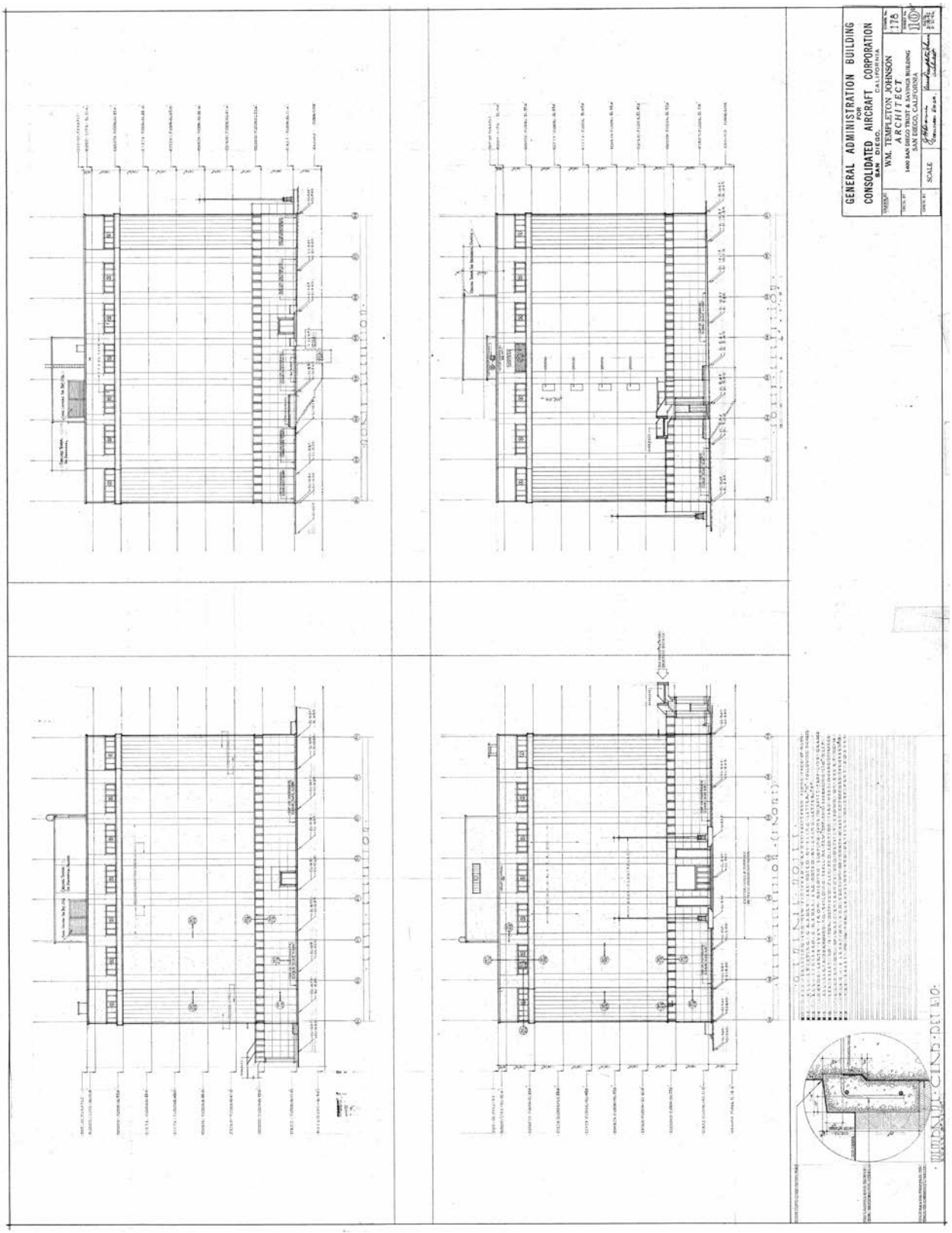
Photo 4. Southern façade, facing north from top of footbridge (resource P-37-015554) staircase. Arrow shows walkway to building entrance; picnic area is part of adjacent Budget Rental building. Photo taken 11/12/2020.

Photo 5. Northwest corner detailing. Photo taken 11/12/2020.



1943 photo of building, construction almost complete. Northern façade, facing southwest.

1942 As-Builts: Exterior Elevations



State of California ♉ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 14 ***Resource Name or #:** (Assigned by recorder) Budget Rental Building
P1. Other Identifier: Port Annex
ridge
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** San Diego **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Point Loma **Date** ____ **T** 16S ; **R** 03W ; ___ ☐ **of** ___ ☐ **of Sec** 34 ; _____ **B.M.**
c. Address 3125 Pacific Highway City San Diego Zip 92101
d. UTM: Zone 11S , 483443.26 m E mE/ 3621902.25 mN
e. Other Locational Data: APNs 7600051000; 4516010600

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Budget Rental Building is located at 3125 Pacific Highway in San Diego, just south of Sassafras Street and east of the San Diego Airport. The building is a one-story rectangular shaped concrete building with rooftop seating area. The façade of the building is constructed from a series tall concrete panels with a smooth stucco finish (Photo 1). On the western (Pacific Highway) side, there is a courtyard flanked by a tall concrete panel fence designed in a style similar to the rest of the building façade. The Budget Rental Building was originally built in 1959 as a cafeteria building for the Convair Division of General Dynamics. As-built plans indicate it replaced an existing smaller cafeteria building. (See continuation sheet, page 4.)

***P3b. Resource Attributes:** HP6. Commercial Building, 3 stories and under
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other , etc.)

P5b. Description of Photo: (view, date, accession #) Southwest corner, looking north, 11/12/2020

***P6. Date Constructed/Age and Source:** 1959/as-built plans
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
San Diego Port Authority
3165 Pacific Hwy
San Diego, CA 92101

***P8. Recorded by:**
Alta Cunningham & Emilie Zelazo
Ascent Environmental
Sacramento, CA 95814

***P9. Date Recorded:** Nov 12, 2020
***P10. Survey Type:** Intensive

***P11. Report Citation:** Ascent Environmental. 2021. *Historic Resource Evaluation Report for the Stay Open San Diego Hotel Redevelopment Project*. Prepared for San Diego Port Authority.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Budget Rental Building ***NRHP Status Code** 6Z

B1. Historic Name: Cafeteria Building for Convair Division of General Dynamics
B2. Common Name: Port Annex Building
B3. Original Use: cafeteria B4. Present Use: business administration
***B5. Architectural Style:** vernacular with some International Style elements
***B6. Construction History:** Constructed 1959, no additions or known alterations.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** footbridge P-37-015554
B9a. Architect: Albert C. Martin and Associates b. Builder: unknown

***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

This building does not appear to meet the criteria for the City of San Diego Register, the California Register of Historical Resources (CRHR), or the National Register of Historic Places (NRHP).

Development of the Aerospace Industry in San Diego

The development of the aerospace industry in San Diego began when T. Claude Ryan opened a flying school in 1922. The newly established Ryan Airlines, located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue, developed some of the most creative designs in aviation history, including a M-1 monoplane used for delivering mail. Charles Lindbergh tested the Spirit of St. Louis, a Ryan M-2, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Inspired by Lindbergh's historic flight, the city of San Diego constructed a two-runway airport, San Diego Municipal Airport – Lindbergh Field, which was dedicated on August 16, 1928 (City of San Diego 2017:21).

B11. Additional Resource Attributes: (List attributes and codes)
None

***B12. References:** See Continuation Sheet, page 10.

B13. Remarks: The Budget Rental Building is no longer being used as a cafeteria; instead, it is being used as the office for a commercial business. At the time of its recording, some of the windows on the western elevation were broken, the main entrance was boarded-up, and the courtyard was barren.

***B14. Evaluator:** Alta Cunningham, MA; Emilie Zelazo, MA
***Date of Evaluation:** January 11, 2021

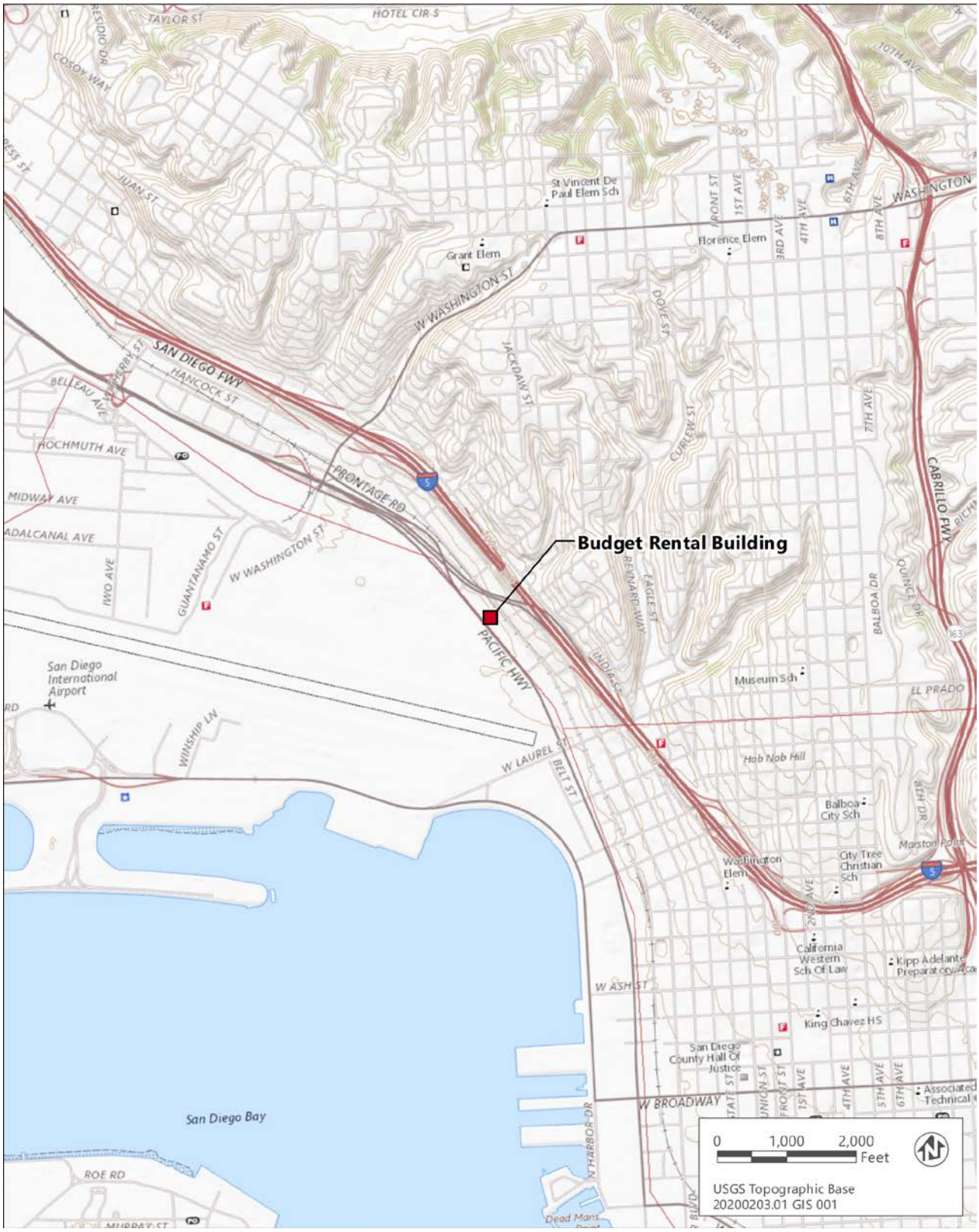
(This space reserved for official comments.)

State of California ♘ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

LOCATION MAP

Page 3 of 14 Resource Name or # Budget Rental Building
*Map Name: ESRI *Scale: *Date of map: 2015



P3a. Description (continued)

The main entrance is comprised of a set of sliding glass doors at the center of the southern façade (Photo 2 and 3) and a separate double glass door entrance is located further to the east, on the opposite side of the tiled & fenced extruding storage/equipment area; this eastern entrance is likely the former cafeteria employee entrance per as-builts. A small service window is also located on the north façade just west of main entrance. Most of the west side of the building is lined with large glass windows looking out onto a courtyard. The courtyard has an open-air metal beam roof topped with partial metal grate. Street access to the courtyard is blocked behind a concrete panel fence and locked metal gate (Photo 4 and 5). Low concrete planters and a sidewalk are located in the courtyard. Access to the west side patio is behind a locked metal security fence, similar to the fence that encloses the entire parking lot. The eastern façade adjacent to the railroad tracks was not accessible at the time of recording. The majority of the roof is painted a rust color and has outdoor seating area situated under the overhanging corrugated metal roof of the equipment housing and former canteen/storage area which also has corrugated metal siding (Photo 6). A concrete footbridge (resource P-37-015554) spanning Pacific Highway, allows access to the roof from the west and from the San Diego Port Administration building to the north (Photo 7).

B10. Significance (continued)

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft (Consolidated). The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. In 1935, Fleet made the decision to move the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field (City of San Diego 2017:22). Plans for the new plant facility were developed in 1934 and consisted of a 300- by 1500-foot factory with a Spanish architectural design. The Spanish design gave way to a more practical metal walled design. Bids for construction were requested in December 1934; Consolidated hired B. O. Larsen, general contractor of San Diego, to oversee the actual construction. Work commenced on May 26, 1935 and was one of the largest construction projects in San Diego at the time (San Diego Unified Port District 1996:B14).

In mid-August 1935, Consolidated closed their Buffalo plant, packed up 157 box cars of equipment, planes, and parts. Over 400 employees also made the move to San Diego. On October 20, 1935, the plant was officially dedicated with a day-long event. The city of San Diego rolled out the welcome mat for Consolidated, with 30,000 residents flocking to the airport for the ceremony. Consolidated also brought two of its largest production contracts; the first was a $1.9 million contract for 50 Army pursuit planes and the second $6.5 million contract was for 60 of the newly designed Navy flying boats, or PBYs. At the dedication the plant had 874 employees; the number rapidly increased to over 1,500 by February 1936 (San Diego Unified Port District 1996:B15; San Diego Air and Space Museum 2021).

Consolidated management quickly realized that the new plant was not large enough to deal with the 60 PBY order. The realization was compounded when an order for the experimental XPB2Y-1 plane came in, requiring a secured 96,380 square foot design and assembly building due to the experimental nature of the plane. The expansion, completed in November 1936, resulted in an increase of floor space by 75 percent. New contracts for PBYs for South America and an additional 50 PBYs for the Navy quickly filled the new additions of the plant. In October 1936, the plant was employing over 3,000 workers. By January 1937, the numbers had increased to 3,613. The state-of-the-art factory featured a special monorail system for transferring materials through the plant as well as an experimental facility to test and incorporate new technology, materials, and design. Sales for the company in 1937 and 1938 would top $12 million annually as Consolidated completed the largest peace time orders for Navy aircraft ever placed up to that time (San Diego Unified Port District 1996:B15, B18).

B10. Significance (continued)

By December 1937 production contracts were being completed and the number of employees was shrinking. To combat this, Fleet and Consolidated's chief designer kept the crew busy on innovations and experimental models for new planes and improvements to the PBYs. Consolidated test pilots helped sell the company's products such as the PBYs through non-stop long-distance flights to Hawaii, Panama, and Florida. These non-production activities would reap great benefits for the company in the next few years as the United States increased mobilization efforts in response to World War II (WWII) breaking out in Europe in September 1939 (San Diego Unified Port District 1996:B19).

Consolidated Aircraft was one of the major contributors and benefactors in the national defense buildup. Consolidated's experimental model of the XB-24 plane was the prototype for the B-24 Liberator bomber. The United States Army Air Corps had approached Consolidated to set up a second production line for Boeing's B-17 Flying Fortress, however, after looking at Boeing's Seattle operation, Fleet told the Army that Consolidated could build a better, more modern bomber. (Nakamura 2012; Swopes 2018). Orders for military planes funded from the Vinson Act passed by Congress in 1938 revived the company's production lines. In March 1939, the Navy made a $4.7 million order; in April, the Army called for $2.8 million in planes, and in August added $8.5 million for the B-24. The B-24, with advanced flying range and modifiable structure, became the most manufactured combat airplane in United States history. In thirteen cities, modification centers managed by other aircraft and automotive plants ensured export-ready B-24 Liberators and PBY Catalinas by the spring of 1941. The San Diego plant provided the location for final assembly of the airframe and its components, the nucleus of the network Consolidated produced 6,726 of the 18,482 total B-24s built for the war (Nakamura 2012; Swopes 2018; San Diego Unified Port District 1996:B20-21; San Diego Air and Space Museum 2021).

Consolidated realized that the 1936 expansion was insufficient, and the plant was out of space. An additional 17 acres were acquired and at the September 1940 dedication ceremony, Fleet commented on the rapid growth of the plant and company in the five years since moving to San Diego. The plant had grown to over 867,000 square feet of covered space, was employing over 9,600 employees and had a backlog of $132 million in orders--all numbers that were expected to double by the end of the year (San Diego Unified Port District 1996:B20-22). As orders continued to come in, Consolidated once again outgrew its expended plant. Plant 2 (also known as Hangar 19) was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street, by October 1941. This plant consisted of eight separate buildings totaling 1.6 million square feet of manufacturing space (City of San Diego 2017:22; San Diego Unified Port District 1996:B23).

The United States entered into WWII in December 1941; at Consolidated, 1941 marked another significant event in the company's history—Reuben Fleet' s sale of the company. The government's growing control of his manufacturing plants, divulgence of his company's designs to rival aircraft companies and the automobile industry, the growing strength of the labor unions, back taxes, and a new tax code set to enact in 1942, all pushed Fleet to sell (San Diego Unified Port District 1996:B27). In December 1941 Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair) (City of San Diego 2017:22).

Production efforts at Convair peaked in January 1944 when 74 PBYs and 253 B-24s were completed, an average of 8 planes a day. In October 1944, Convair still had over $555 million in backlogged orders, and ground was broken in November 1944 for the expansion of a large runway to be used as a testing facility for the company's planned post-war movement into the commercial airline business. The Low Speed Wind Tunnel began operations in May 1947, located south of the main plant. The tunnel has been used in numerous military and civilian aerospace development

B10. Significance (continued)

programs, including the F-106, B-58, F-111, F-16, Global Hawk Unmanned Aerial Vehicle, Tomahawk Cruise Missile and Advanced Cruise Missile. Nevertheless, the number of employees had dropped from 37,859 to 27,299 during 1944. By the end of June 1945, the company forecasted that not more than 5,000 employees would remain at the plant by the end of the year (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994 (City of San Diego 2017:22). During the Cold War era, the Convair Division of General Dynamics participated in numerous successful defense and space exploration programs, including development of the B-36 intercontinental bomber, F-102 and F-106 delta wing jet fighters, B-58 Hustler (supersonic bomber), the Atlas Missile, and Advanced Cruise Missile. Except for the latter, the San Diego facility was not used for these programs; all airplane manufacturing had been transferred to the General Dynamics Fort Worth plant (San Diego Unified Port District 1996:B35; San Diego Air and Space Museum 2021).

Albert C. Martin and Associates

Albert C. Martin, Sr. was born in La Salle, Illinois on September 16, 1879. He attended University of Illinois graduating with a Bachelor of Science degree in architectural engineering in 1902. In 1904, he became a construction superintendent for Carl Leonardt & Company and moved to Los Angeles. By 1908, Martin had established his own architectural and engineering practice, A. C. Martin and Associates. The firm soon became a leader in Los Angeles, designing some of Los Angeles' landmark buildings, such as City Hall in 1926. A. C. Martin and Associates specialized in reinforced concrete construction, reinforced brick masonry, seismic-minded structural engineering, and design concepts that emphasize quality of life (De Wolfe 1986).

One of Martin and Associates' first big commissions was in 1918 for the Million Dollar Theatre at Third and Broadway, one of Sid Grauman's first Los Angeles venues. For the auditorium, Martin designed the world's first cantilevered balcony out of reinforced concrete and sitting on a 104-foot concrete poured arch (De Wolfe 1986; Los Angeles Conservancy 2020a). In the 1920s and 1930s, the firm went on to design many notable buildings in Los Angeles. These include churches, such as the St. Vincent de Paul Roman Catholic Church; municipal buildings, such as Los Angeles City Hall and the Los Angeles Civic Center; and commercial structures, such as the May Co. Building, an Art Deco landmark on the Miracle Mile. The firm also had a big hand in the rebuilding the city after the 1933 Long Beach Earthquake, a feat which reshaped the engineering of building construction in California (Los Angeles Conservancy 2020a).

Million Dollar Theatre (Los Angeles Conservancy 2020a)

B10. Significance (continued)

After WWII, Martin's two sons, Edward Martin and Albert C. Martin, Jr., joined the firm, and A. C. Martin and Associates went on to design more structures in downtown Los Angeles than any other firm in the years after the war (Los Angeles Conservancy 2020b). In the 1950s and 1960s, the firm pioneered several seminal commercial ventures, such as one of the first large-scale shopping malls in Southern California, Lakewood Center; planned communities, such as Westlake Village; in the aerospace industry by designing about 30 buildings for the TRW Space Park in Redondo Beach; and continued to be a go-to firm municipal buildings, designing such Mid-Century Los Angeles icons as the Department of Water and Power's headquarters in 1964. Through the 1970s, 1980s, and 1990s, the firm continued to re-shape downtown Los Angeles' skyline with taller and sleeker skyscrapers, as well as suburbia, with memorial parks and multiple business parks. Today in the 21st Century, the firm, now called AC Martin Partners, continues to serve as a leader in Los Angeles and Southern California architecture, with a third generation of Martins, cousins David and Christopher, serving as co-chairmen.

Los Angeles Department of Water and Power Headquarters (Los Angeles Conservancy 2020b)

B10. Significance (continued)

International Style

The International Style in architecture appeared in western Europe in the 1920s and was introduced into the United States at the same time as Art Deco. Notable practitioners who brought the style to the United States included Walter Gropius, Ludwig Mies van de Rohe, Richard Neutra, and Rudolf Schindler, all of whom emigrated from Europe to escape persecution and war (City of San Diego 2007; Fullerton Heritage 2008). The actual term came from an experimental 1932 exhibition, "Modern Architecture: International Exhibition," held at the Museum of Modern Art in New York City, and from the title of the seminal exhibition catalog written by Henry-Russell Hitchcock and Philip Johnson (McAlster 2013).

In the 1920s and 1930s, aside from Art Deco styles, Americans preferred period or "revival" styles that reflected an eclectic mix of past traditions, such as the Spanish Revival style prevalent in Sand Diego architecture at that time. Architects of the International Style promoted a radical simplification of form; a "new universal architecture molded from modern materials - concrete, glass, and steel - that was characterized by an absence of decoration" (Fullerton Heritage 2008). The style was "international" in that it could be applied to any location, site, or climate as it made no reference to local vernaculars or traditional building forms. Common features of International style architecture include square and rectangular building floorplans, horizontal bands of windows, and strong right angles. International Style buildings are utilitarian and simple, made from industrial and/or manufactured materials such as concrete, smooth stucco, brick, and glass. In Los Angeles, immigrant architects Rudolph Schindler and Richard Neutra were instrumental in popularizing the International style. The emergence of International style architecture in San Diego came later with most examples built after 1935 (City of San Diego 2007).

Although seldom used for residential construction, the International Style dominated commercial and institutional American architecture from the 1950s through the late 1970s. In San Diego, examples include the Caltrans building in Old Town, designed by C. J. Paderewski in 1953; the Education Center in University Heights, designed by Clyde Haufbauer in 1953; and the Chamber Building in downtown San Diego, by Palmer & Krisel dates from 1963 (City of San Diego 2007).

Application of Significance Criteria

To be considered eligible for listing in the NRHP/CRHR under Criterion A/1, a building must be associated with events that have made a significant contribution to the broad patterns of our nation's, California's, or local history. While this building is associated with the Cold-War Era of Convair Division of General Dynamics (formerly Consolidated Aircraft) and the Post-WWII aerospace industry in San Diego, research has not revealed any specific significant events within those contexts associated with the building itself. The building was designed to be and functioned as a cafeteria. No manufacturing or testing took place in the building. Therefore, the Budget Rental Building does not appear to be significant under NRHP/CRHR Criterion A/1 or City of San Diego Register Criteria A, E, or F.

To be considered eligible for listing in the NRHP/CRHR under Criterion B/2, the Budget Rental Building must be associated with the lives of persons significant in our past. While the building was located within the Lindbergh Field Plant Historic District (no longer extant) which was associated with Reuben H. Fleet, this building was constructed after he sold his company to Vultee Aircraft Inc., as well as after the period of significance for the historic district, which is 1935 to 1945. The Budget Rental Building was designed by A. C. Mason and Associates, this building does not appear to be the most representative example of their work, discussed further under Criterion C. Historical research did not reveal any other individuals that have direct important association with the building. Therefore, the Budget Rental Building does not appear to meet NRHP/CRHR Criterion B/2 or City of San Diego Register Criteria B or D.

B10. Significance (continued)

Under NRHP/CRHR Criterion C/3, a building must embody distinctive characteristics of a type, period, or method of, installation or represent the work of a master, or possess high artistic values. The building was designed by the notable Los Angeles architectural firm, A. C. Martin and Associates, who were most famously known their shopping mall and skyscrapers during the late 1950s through 1960s. The Budget Rental Building, however, is constructed in a vernacular form of this style which was adapted to the building's function as a cafeteria. While the Budget Rental Building is the work of a master, it lacks architectural distinction, does not have artistic qualities, which for make it a significant example of their work.

The Budget Rental Building appears to have been constructed in a vernacular adaptation of the International Style. According to the City of San Diego (2007), examples of the International Style in San Diego are limited; therefore, retention of good examples is important. Eligible International Style buildings should retain the majority of their character defining features, although some impact or loss to character defining features may be acceptable when comparative analysis demonstrates that the resource is a rare example of the type. Location and setting are particularly relevant for International style resources which are institutional and related to a "campus" environment, and the preservation of the surrounding site may be important to the overall significance of the resource.

The City of San Diego has identified the following attributes as character defining features of International Style in San Diego:

Primary features:

- Flat roofs (cantilevered slabs or parapets)
- Lack of applied ornament
- Horizontal bands of flush windows
- Asymmetrical facades [pedestaled]

Secondary features:

- Square corners
- Common exterior materials include concrete, brick, and stucco
- Steel sash windows (typically casement)
- Corner windows

The Budget Rental Building does possess several of the primary and secondary features associated with the International Style, such as a flat roof, lack of applied ornament, concrete construction with a smooth stucco exterior and one set of horizontal windows; however, these features are neither uniquely distinctive nor outstanding in character. Therefore, the Budget Rental Building does not appear to possess sufficient design or construction value to warrant inclusion in the NRHP/CRHR under Criterion C/3 or City of San Diego Register Criteria C, D, or F.

Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Construction details about the Budget Rental Building have been documented and are contained in existing As-Built plans. The structure does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

B10. Significance (continued)

Integrity Consideration

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. **Location** is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property that illustrates the character of the place. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. **Association** is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

The Budget Rental Building appears to have lost some important elements of its integrity. While the building maintains integrity for location (it has not been moved and it is still physically connected to the General Administration Building via its original bridge), as well as the majority of its materials and design, it has lost integrity of setting, feeling, and association. These aspects are lost largely due to the demolition of the majority of the Lindbergh Field Plant Historic District which contained the manufacturing, testing, and associated engineering buildings which epitomized the aerospace industry this building was once a part of.

B12. References (continued)

City of San Diego. 2007. San Diego Modernism Historic Context Statement. Submitted to: State of California Office of Historic Preservation October 17, 2007.

City of San Diego. 2017 (February). *Midway – Pacific Highway Community Plan Area Historic Resources Survey Report*. Prepared by Galvin Preservation Associates Inc.

De Wolfe, Evelyn. 1986. A. C. Martin & Associates Fetes Anniversary: 80 Years of Designing L. A.'s Skyline. Los Angeles Times, August 31, 1986. Available: https://www.latimes.com/archives/la-xpm-1986-08-31-re-14868-story.html. Accessed March 23, 2021.

Fullerton Heritage. 2008. International Style. Available: http://www.fullertonheritage.org/Resources/archstyles/international.htm. Accessed January 10, 2021.

Los Angeles Conservancy. 2020a. Albert C. Martin, Sr. Available: https://www.laconservancy.org/architects/albert-c-martin-sr. Accessed December 22, 2020.

Los Angeles Conservancy. 2020b. A. C. Martin and Associates. Available: https://www.laconservancy.org/architects/c-martin-associates. Accessed December 22, 2020.

McAlester, Virginia Savage. 2013. *A Field Guide to American Houses*. Alfred A. Knopf, New York.

San Diego Unified Port District. 1996 (February). *Historical and Architectural Assessment of the General Dynamics Facility, Lindbergh Field*. Appendix B of the General Dynamics Facility Demolition Project Environmental Impact Report. Prepared by KEA Environmental, Inc. San Diego.

San Diego Air and Space Museum. 2021. Consolidated Convair Online Exhibit. Available: https://sandiegoairandspace.org/exhibits/online-exhibit-page/consolidated-convair-online-exhibit. Accessed January 3, 2021.

Nakamura, Natalie. 2012. San Diego and The Pacific Theater: Consolidated Aircraft Corporation Holds the Home Front. *The Journal of San Diego History*. Fall 2012, Volume 58, Number 4. Available: https://sandiegohistory.org/journal/v58-4/v58-4Nakamura.pdf

Swopes, Bryan R. 2018. This Day in Aviation—Important Dates in Aviation History. 29 December 1939. Available: https://www.thisdayinaviation.com/tag/consolidated-aircraft-company/. Accessed January 4, 2021.

Photo 2. Southern façade. Facing north. Photo taken 11/12/2020.

Photo 3. Close-up of main entrance and service window. Facing north. Photo taken 11/12/2020.

Photo 4. Western façade, facing northeast. Photo taken 11/12/2020.

Photo 5. Courtyard overview with concrete fence panels to left, main building at right. Facing north. Photo taken 11/12/2020.

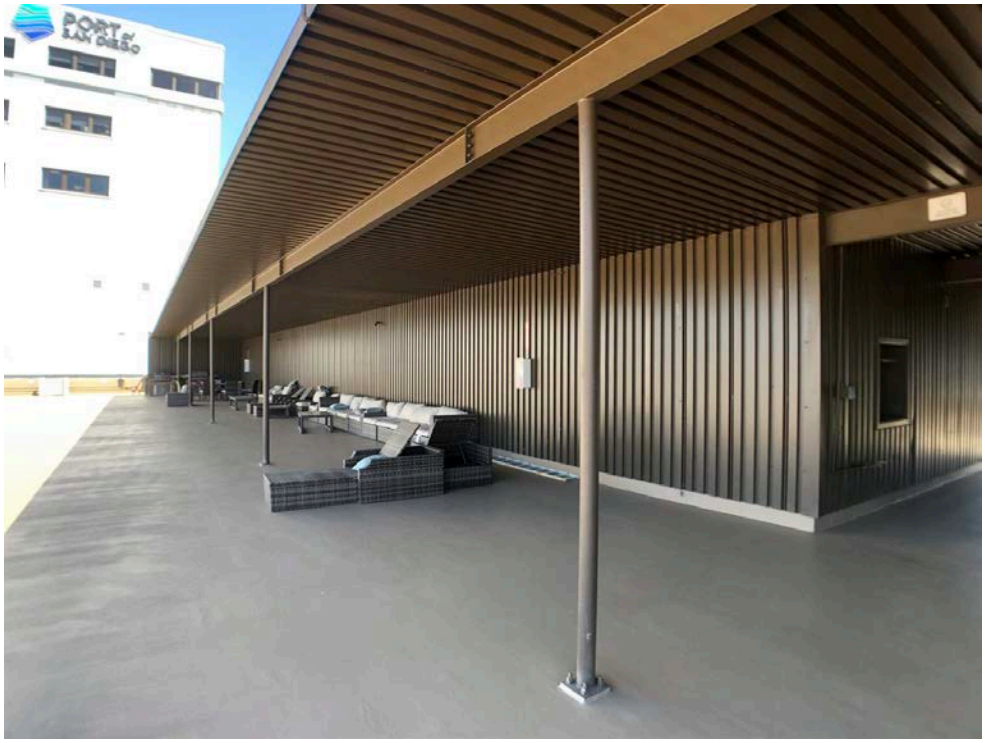
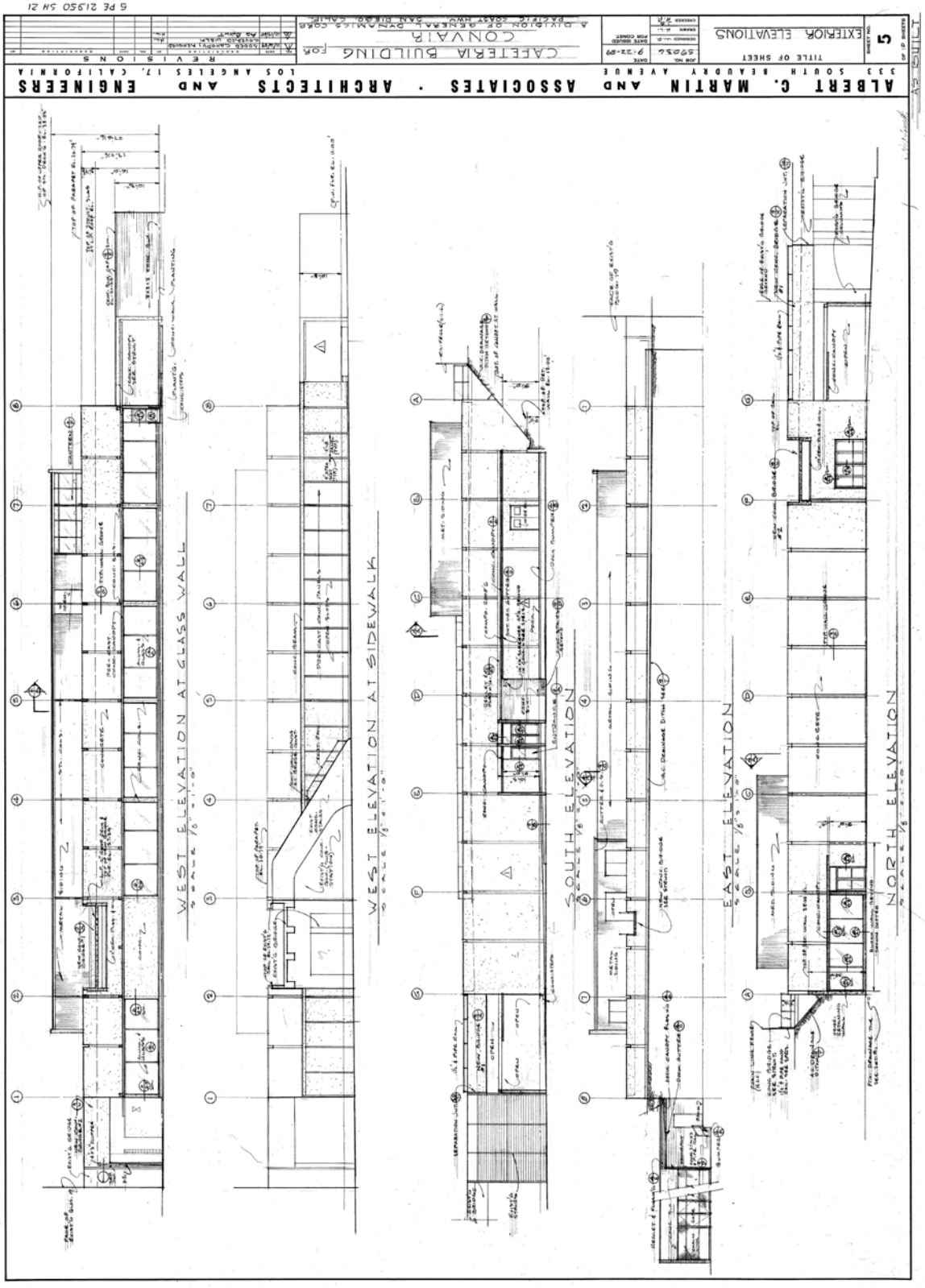


Photo 6. Rooftop Lounge. Facing north. Photo taken 11/12/2020.

Photo 7. Overview of rooftop and connecting footbridge (resource P-37-015554). San Diego Port Administration Building to the right out of the frame. View to the west. Photo taken 11/12/2020.

1959 As-Built Plan - Exterior Elevations



Appendix E

GPI Letter Report
and
Geotechnical Report

GEOTECHNICAL PROFESSIONALS INC.

July 29, 2021

Stay Open
10474 Santa Monica Boulevard, Suite 301
Los Angeles, California 90025

Attention: Mr. Andrew Swerdloff

Subject: Response Letter
Proposed Building Renovation for Pod Hotel
Stay Open
3125 Pacific Highway
San Diego, California
GPI Project No. 2956.I

Dear Mr. Swerdloff:

This letter is in response to the geotechnical report review comments issued by the Port of San Diego on our geotechnical report dated October 31, 2019 (Reference 1). The Port's report review comments and our responses are provided as follows:

Comment 1: *Confirm the nearest active fault (Rose Canyon Fault) to the project site is 800 feet northeast.*

Response 1: We provided this statement based on scaling the concealed portion of the Rose Canyon Fault delineated on the Tan and Kennedy geology map (Reference 2). The City of San Diego Seismic Safety Study map (Reference 3) and the Alquist-Priolo map dated May 1, 2003 (Reference 4) do not show faults near the site. These maps show the closest active fault at distances of approximately 2,500 to 4,500 feet southwest of the project site. After reviewing the scaling of the geology map (Reference 2), our report should indicate "The nearest active fault (Rose Canyon Fault) to the project site is approximately 400 feet northeast".

Comment 2: *Confirm the nearest Alquist-Priolo Earthquake Fault Zone (a portion of Rose Canyon Fault) is 0.8 mile from the project site.*

Response 2: The closest Alquist-Priolo Fault Zone, according to the current May 1, 2003 map (Reference 4) used for our report, is located approximately 0.8 miles southwest of the site as it extends into the Rental Car Facility just north of the East Basin at Harbor Island.

5736 Corporate Avenue • Cypress, CA 90630 • (714) 220-2211 , FAX (714) 220-2122

Comment 3: P*lease review the proposed new and revised Alquist-Priolo Earthquake Fault Zones that were released to the City of San Diego by the Department of Conservation, California Geological Survey (CGS) in February of this year:*

Response 3: The Preliminary Review Map for Point Loma Aquist-Priolo Zones dated February 26, 2021 (Reference 5) changes our statements in our report as dated October 31, 2019 (Reference 1). We understand that the new Aquist-Priolo fault zones will be finalized after August 17, 2021. We acknowledge that the issuance of the new map will change our conclusion in our report to the following:

> "The nearest Alquist-Priolo Earthquake Fault Zones (portions of the Rose Canyon Fault) are approximately 750 feet northeast of the project site and 1000 feet west of the site. Figure 1 (attached) shows the site location with respect to the new Alquist-Priolo Fault Zones shown in Reference 5".

Comment 4: *Please confirm the project site does not include "expansive soils" as defined by the building code.*

Response 4: Based on the results of our field investigation, expansive soils are not present near the ground surface at the project site. The soils encountered in our borings from depths of approximately 0 to 10 feet consisted predominantly of moist silty sands with thinner layers of sandy silts. We anticipate these soils to have a very low expansion potential (EI < 20).

We trust this information satisfies your current needs. Please do not hesitate to call if you have any questions on the contents of this report.

Sincerely,
Geotechnical Professionals Inc.

Patrick I.F. McGervey, P.E.
Project Engineer

Donald A. Cords, G.E.
Principal

Attached: Figure 1 -Revised Fault Zone Map

cc: Anna Buzaitis, Port of San Diego

REFERENCE

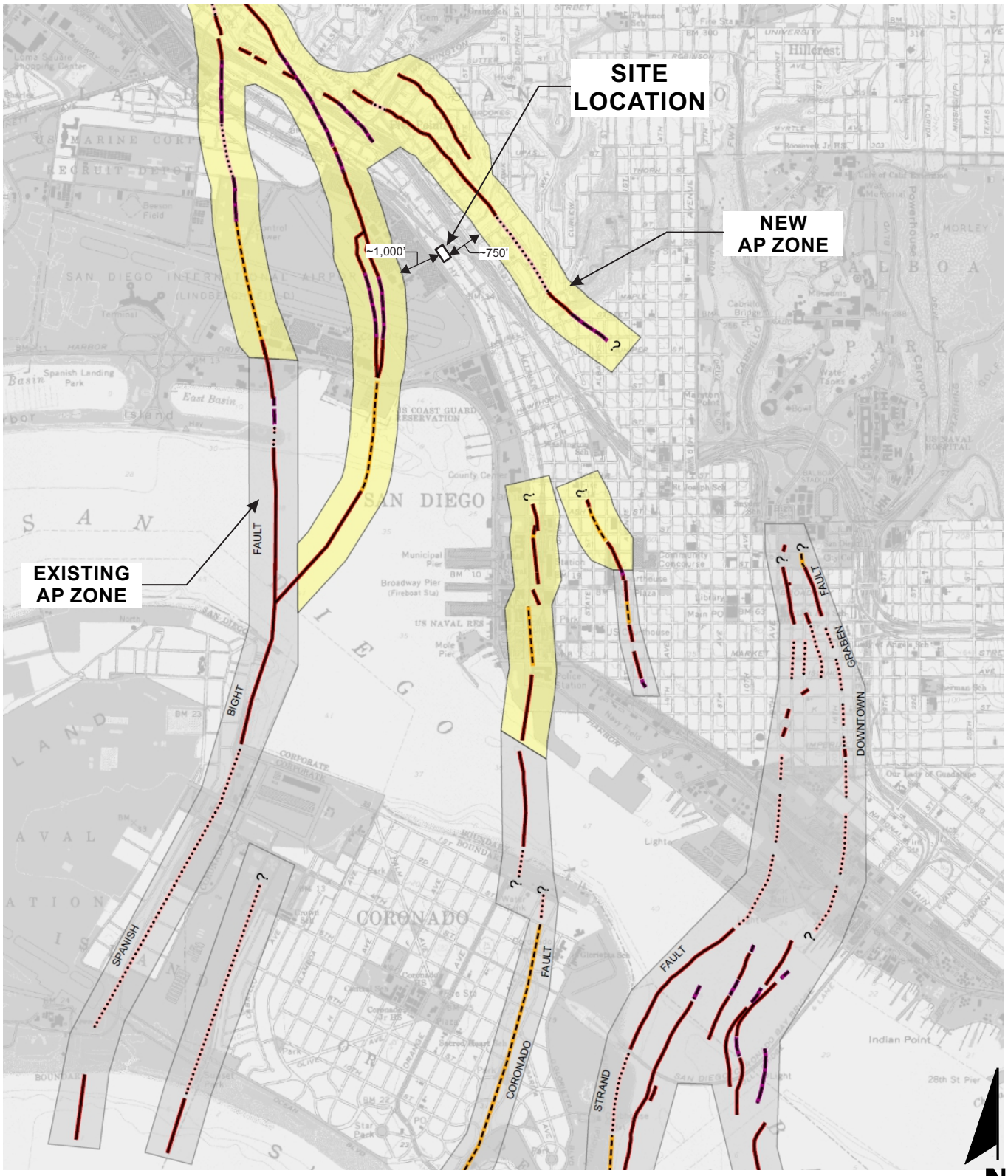
1. Geotechnical Professionals Inc., “Geotechnical Investigation, Proposed Building Renovation for POD Hotel Stay Open, 3125 Pacific Highway, San Diego, California,” GPI Project No. 2956.I, dated October 31, 2019.

2. Tan, S.S. and Kennedy, M.P., 2005, “Geologic Map of San Diego, 30’ x 60’ Quadrangle, California”, California: Department of Conservation, USGS, digital presentation, Scale 1:100,000.

3. City of San Diego, Seismic Safety Study, Geologic Hazards and Faults, Grid Titles 17 and 20, Grid Scale 800, dated April 3, 2008.

4. California Geological Survey (2003), Earthquake Zones of Required Investigation: Point Loma Quadrangle, published May 1, 2003.

5. California Geological Survey (2021), Preliminary Earthquake Zones of Required Investigation: Point Loma Quadrangle, released February 18, 2021.



0 3000 6000 FEET

BASE MAP REPRODUCED FROM PRELIMINARY REVIEW MAP, POINT LOMA QUADRANGLE BY CALIFORNIA GEOLOGICAL SURVEY, DATED FEB 18, 2021

GPI GEOTECHNICAL PROFESSIONALS, INC.

REVISED FAULT ZONE MAP

STAY OPEN - SAN DIEGO

GPI PROJECT NO.: 2956.I | SCALE: 1" = 3000'

FIGURE 1

GEOTECHNICAL PROFESSIONALS INC.

GEOTECHNICAL INVESTIGATION
PROPOSED BUILDING RENOVATION
FOR POD HOTEL
STAY OPEN
3125 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA

Prepared for:
Stay Open
10474 Santa Monica Boulevard, Suite 301
Los Angeles, California 90025

Prepared by:
Geotechnical Professionals Inc.
5736 Corporate Avenue
Cypress, California 90630
(714) 220-2211

Project No. 2956.I

October 31, 2019

GPI GEOTECHNICAL PROFESSIONALS INC.

October 31, 2019

Stay Open
10474 Santa Monica Boulevard, Suite 301
Los Angeles, California 90025

Attention: Mr. Andrew Swerdloff

Subject: Report of Geotechnical Investigation
Proposed Building Renovation for POD Hotel
Stay Open
3125 Pacific Highway
San Diego, California
GPI Project No. 2956.I

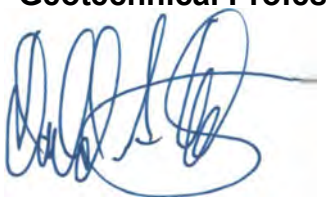
Dear Mr. Swerdloff:

Transmitted herewith is our report of geotechnical investigation for the subject project. The report presents our evaluation of the foundation conditions at the site and recommendations for design and construction.

We are providing this report in an electronic format. When requested, we will provide wet signed originals for City submittal.

We appreciate the opportunity of offering our services on this project and look forward to seeing the project through its successful completion. Feel free to call us if you have any questions regarding our report or need further assistance.

Very truly yours,
Geotechnical Professionals Inc.



Donald A. Cords, G.E.
Principal

5736 Corporate Avenue • Cypress, CA 90630 • (714) 220-2211 , FAX (714) 220-2122

TABLE OF CONTENTS

PAGE

1.0 INTRODUCTION 1
1.1 GENERAL 1
1.2 PROJECT DESCRIPTION 1
1.3 PURPOSE OF INVESTIGATION 1
1.4 PREVIOUS INVESTIGATIONS 2
2.0 SCOPE OF WORK 3
3.0 SITE CONDITIONS 4
3.1 SURFACE CONDITIONS 4
3.2 Geology 4
3.2.1 Regional Geology 4
3.2.2 Site Geology 5
3.3 SUBSURFACE SOILS 6
3.4 GROUNDWATER AND CAVING 6
4.0 CONCLUSIONS AND RECOMMENDATIONS 7
4.1 GENERAL 7
4.2 SEISMIC CONSIDERATIONS 8
4.2.1 General 8
4.2.2 Strong Ground Motion Potential 8
4.2.3 Potential for Ground Rupture 8
4.2.4 Liquefaction 9
4.3 EARTHWORK 10
4.3.1 Clearing 10
4.3.2 Excavations 10
4.3.3 Subgrade Preparation 11
4.3.4 Material for Fill 11
4.3.5 Placement and Compaction of Fills 12
4.3.6 Shrinkage and Subsidence 12
4.3.7 Trench/Wall Backfill 13
4.3.8 Observation and Testing 13
4.4 PILE FOUNDATIONS 13
4.4.1 General 13
4.4.2 Uplift Capacity 14
4.4.3 Lateral Capacity 15
4.4.4 Pile Load Testing 15
4.4.5 Settlement 15
4.5.6 Pile Installation 15
4.5 SHALLOW FOUNDATIONS 16
4.5.1 General 16
4.5.2 Allowable Bearing Pressures 16
4.5.3 Minimum Footing Width and Embedment 17
4.5.4 Estimated Structural Settlements 17
4.5.5 Lateral Load Resistance 17
4.5.6 Footing Excavation Observation 17
4.6 FOUNDATION CONCRETE 18
4.7 BUILDING FLOOR SLABS 18
4.8 LATERAL EARTH PRESSURES 19
4.9 CORROSIVITY 20
4.10 DRAINAGE 20
4.11 STORM WATER INFILTRATION 20
4.12 EXTERIOR CONCRETE AND MASONRY FLATWORK 20
4.13 PAVED AREAS 20
4.14 GEOTECHNICAL OBSERVATION AND TESTING 21
5.0 LIMITATIONS 22

REFERENCES

TABLE OF CONTENTS - CONTINUED

APPENDICES
A CONE PENETRATION TESTS
B EXPLORATORY BORINGS
C LABORATORY TESTS
D LIQUEFACTION ANALYSIS

LIST OF TABLES

TABLE NO.
1 Ultimate Skin Friction and End Bearing

LIST OF FIGURES

FIGURE NO.
1 Site Location Map
2 Site Plan
3 Geologic Map
4 Geologic Cross-Section
5 to 7 Lateral Pile Deflection, Moment, and Shear vs. Depth

APPENDIX A

A-1 Cone Penetrometer Diagram
A-2 to A-5 Cone Penetration Test Results

APPENDIX B

B-1 to B-2 Logs of Borings

APPENDIX C

C-1 Atterberg Limits Test Results
C-2 and C-3 Consolidation Test Results
C-4 and C-5 Direct Shear Test Results
Table 1 Corrosivity Test Results

1.0 INTRODUCTION

1.1 GENERAL

This report presents the results of the geotechnical investigation performed by Geotechnical Professionals Inc. (GPI) for the proposed building renovation in San Diego, California. The geographical site location is shown on the Site Location Map, Figure 1.

1.2 PROJECT DESCRIPTION

The proposed renovation to the existing single-story Port Authority Annex building will include constructing a 2nd story using light-weight steel for POD hotel rooms to create additional accommodations as well as a rooftop space for restaurant, bar and outdoor seating. As part of the renovation, the roof deck is planned to be extended westward beyond the trellis courtyard. This roof deck extension will require a row of new foundations. Minor site improvements at the building entryways and existing parking are anticipated such as flatwork, pavements, and landscaping.

The existing building was constructed as a cafeteria building for Convair in 1960. The existing single-story covers a footprint of approximately 24,600 square feet (sf). Based on as-built structural plans (Reference 1), the existing building was constructed using concrete panels supported on a slab-on-grade floor and partially supported on pile foundations. The walls are approximately 16½ feet high with a concrete deck ceiling used currently for outdoor roof seating. Columns are spaced at 24-foot spacing. The foundation plans indicate that each column is supported on a 12-inch diameter precast concrete driven pile with the exception of the east building wall. The east wall of the building is supported on spread footings with a width of 3 feet based on Reference 1. Recent excavations performed for Stay Open confirm that the foundations are supported on precast concrete piles as described above. The as-built plans indicate that the length of the concrete piles vary from 14 to 40 feet.

The requirement for increased structural loads for the proposed building renovation from the 2nd story POD rooms has not been determined yet by the Project Structural Engineer, John Labib & Associates.

Our recommendations are based upon the above structural information. We should be notified if the actual loads and/or grades change during the project design to either confirm or modify our recommendations. When the project structural and grading plans become available, we should be provided with copies for review and comment.

1.3 PURPOSE OF INVESTIGATION

The primary purpose of this investigation and report is to provide an evaluation of the existing geotechnical conditions at the site as they relate to the design and construction of the proposed building renovation. More specifically, this investigation was aimed at

providing geotechnical recommendations for planning and design for the upgrades for the foundations, floor slabs, and site improvements.

1.4 PREVIOUS INVESTIGATIONS

According to Reference 1, the Convair cafeteria building was designed and constructed using a soils report by Woodward-Clyde-Shepard & Associates dated June 26, 1959. Copies of the existing soils report are not available with the plans provided by the Port of San Diego. A very brief summary of their findings and recommendations are included on the original foundation plans (Reference 1).

2.0 SCOPE OF WORK

Our scope of services included review of the existing documents, field exploration, laboratory testing, engineering analysis and preparation of this report.

Our field explorations consisted of four cone penetration tests (CPT's) and two exploratory borings. The CPT's were advanced to depths of 1.5 to 45 feet below existing site grades performed in the interior of the building. Detailed logs of the CPT's and a summary of the equipment used are presented in Appendix A. The exploratory borings were drilled with hollow-stem auger equipment to depths of 15 to 56.5 feet below existing site grades performed at the exterior of the building. Detailed logs of the exploratory borings and a summary of the equipment used are presented in Appendix B.

Laboratory soil tests were performed on selected representative samples as an aid in soil classification and to evaluate the engineering properties of the soils. The geotechnical laboratory testing program included moisture content, dry density, grain size, Atterberg limits, compressibility (consolidation), shear strength (direct shear) and corrosivity. Laboratory testing procedures and results are summarized in Appendix C.

Soil corrosivity testing was performed by HDR under subcontract to GPI. Their test results are presented in Appendix C.

Soil samples were observed by a Certified Engineering Geologist in order to classify the geologic formations and develop a geologic cross-section.

Engineering evaluations were performed provide geotechnical and foundation recommendations. The results of our evaluations are presented in the remainder of this report.

3.0 SITE CONDITIONS

3.1 SURFACE CONDITIONS

The building is currently occupied by Port of San Diego in the northern portion and currently unoccupied in the southern portion. The southern portion was last used as a Budget Rental Car office in 2016.

The site is bounded on the north by an alley and the 7-story Port of San Diego building, on the west by Pacific Highway, on the south by an existing parking lot, and on the east by an ascending slope to railroad and trolley tracks.

The ascending slope is approximately 15 to 20 feet high with an inclination of approximately 2:1 (horizontal:vertical). A small retaining wall with a height of 2 to 3 feet is located at the toe of the slope at the south end of the building. The retaining wall/slope begins about 13 feet west of the building edge. The eastern wall of the building retains approximately 7 to 8 feet of soil from the slope.

A large concrete pedestrian bridge extending over Pacific Coast Highway to airport facilities and the consolidated rental car parking structure is attached to the existing building and roof deck. The structural plans for the existing building (Reference 1) indicate that the concrete bridge was constructed prior to the cafeteria building for Convair.

The remaining portion of the site has a nearly flat topography surrounding the building. The existing structural plans (Reference 1) indicate the floor slab has an elevation of +11 feet. The elevation of the ground surface/parking surrounding the building is within approximately 1 foot of the floor slab.

3.2 GEOLOGY

3.2.1 Regional Geology

The project site is located within the western portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges province occupies the southwestern portion of California, extending southward from the Transverse Ranges and Los Angeles Basin to the southern tip of Baja California. In general, the province consists of young, steeply sloped, northwest trending mountain ranges composed of metamorphosed Late Jurassic to Early Cretaceous-aged extrusive volcanic rock and Cretaceous-age plutonic rock of the Peninsular Ranges Batholith. The western portion of the province is predominantly underlain by younger marine and non-marine sedimentary rocks. The northwest trend is largely dictated by northwest trending active faults associated with the San Andreas Fault, which represents the plate boundary between the North American and Pacific Plates.

The project site lies in the coastal plain area of the province which extends from the western edge of the Peninsular Ranges and runs roughly parallel to the coastline. The

relatively low-lying areas of the coastal plain at the project site are underlain by Quaternary age marine and non-marine sediments (formerly Bay Point Formation) and an un-named sandstone formation (Reference 2). A transition zone between the batholithic rocks to the east and the low-lying coastal sediments consists of uplifted, heavily dissected terraces underlain by Cretaceous and Tertiary age sedimentary rocks.

The San Diego area of the Peninsular Ranges is near several northwest trending active faults, including the Rose Canyon, Newport-Inglewood, Elsinore, San Jacinto, and San Andreas located north and northeast, and the Coronado Bank and San Diego Trough faults to the west and southwest. The Quaternary age La Nacion Fault, with a similar northwest trend, cuts through the transition area between the low-lying areas of the coastal plain and the hilly terrain to the east.

3.2.2 Site Geology

Based on a review of historic aerial photographs and topographic maps (Reference 3), the site was located on the edge of the former marshland of San Diego Bay. Geologic maps by Kennedy (Reference 2) show the entire site and surrounding areas underlain by artificial fill. An engineering plan drawing provided by the Port of San Diego (Reference 4) indicated that a former mean high tide line ran directly through the middle of the Annex Building in a southeast-northwest direction. We have included that former mean high tide line on the Site Plan, Figure 2.

A brief description of the earth materials encountered in our borings is presented below. The borings logs in Appendix B provide a more detailed description of these materials. A geologic map of the site vicinity is presented in Figure 3, Geologic Map. A Geologic Cross-Section is presented in Figure 4.

Artificial Fill

Undocumented artificial fills were encountered in the borings to depths of 3 to 10 feet below existing grades. The fills consisted predominantly of silty sands with thin layers of sandy silts and clayey silts.

Paralic Estuarine Deposits (Qpe)

Paralic Estuarine Deposits are late Holocene bay deposits, which were encountered underlying the undocumented fills in the western portion of the building. The upper 2 feet of these deposits consisted of Bay Muds or unconsolidated soft clays likely the former bottom of the marshes surrounding San Diego Bay. Underlying this soft clay layer, we encountered Bay Deposits up to 8 feet thick. These soils consisted of wet, loose to medium dense sands with interbedded silts.

Old Paralic Deposits (Qop_6)

Old Paralic Deposits, formerly designated as Bay Point Formation, are late to middle Pleistocene deposits consisting of poorly sorted, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate.

We encountered the Old Paralic Deposits at depths ranging from 1½ to 20 feet below existing grade to the depth of the explorations. These deposits predominantly consisted of layers of stiff to very stiff clays, very stiff claystone with varying degree of sand, and dense to very dense sandstone. Layers of conglomerate were encountered in a boring at a depth of approximately 32 feet. The dense to very dense sandstone was encountered at depths varying from near the surface at the east end of the building to approximately 50 feet at the west end of the building.

3.3 SUBSURFACE SOILS

Our field investigation disclosed a subsurface profile consisting of undocumented fill soils overlying natural soils. Detailed descriptions of the subsurface conditions encountered in our explorations are provided in Appendices A and B.

The fill soils encountered in our borings range from depths of approximately 0 to 10 feet, and consisted predominantly of moist silty sands with thinner layers of sandy silts. The fill soils differed significantly from the natural soils directly beneath the fill. Documentation regarding the placement and compaction of the fill was not provided.

The natural soils differed significantly from the east side of the building to the west side of the building as shown in the Geologic Cross-Section, Figure 4. At the east end of the building, the underlying natural soils consisted of hard claystone overlying dense to very dense sandstone with intermittent layers of conglomerate. These materials generally have moderate to high strength and low compressibility. At the west side of the building, the underlying natural soils consist predominantly of a layer of soft fat clay overlying loose to medium dense sands and silty sands with interbedded lenses of silt overlying stiff to very stiff clays, very stiff claystone, and dense to very dense sandstone. In our explorations, the soft, fat clays were approximately 2 feet thick. These clays have low strength and very high compressibility characteristics. The thickness of the stiff to very stiff clays and very stiff claystone was about 25 feet at the western edge of the building. These materials generally have moderate to high strength and low compressibility characteristics. The underlying sandstone has high strength and low compressibility characteristics. The moisture content of the natural soils varied from wet to moist.

3.4 GROUNDWATER AND CAVING

Groundwater was encountered in our explorations at depths ranging from 9 to 11 feet below existing grade. Due to the method of drilling, the potential for caving was very difficult to determine. The sandy soils above the Old Paralic Deposits are expected to cave severely below the groundwater.

The State of California has not established a historical highest depth of groundwater at the site. As indicated in Figure 4, we have assumed a groundwater elevation of 0 to +2 feet.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 GENERAL

Based on the results of our investigation, it is our opinion that from a geotechnical engineering viewpoint it is feasible to develop the site as proposed. Where new building foundations are required for the renovation, pile foundations will be required to help limit total and differential settlements of the proposed structure.

The most significant geotechnical issues that will affect the design and construction of the proposed building renovation are as follows:

- The layer of Paralic Estuarine Deposits beginning at a depth of 10 feet and extending to a depth of 15 to 20 feet below existing grades at the center and west side of the building exhibit a potential for liquefaction during a design earthquake. Should liquefaction of these layers occur, the estimated magnitude of induced settlement would be on the order of 1-inch at the western portion of the building and on the order of ½-inch near the center of the building.

- In the eastern half of the building, liquefaction is not likely to occur due to the absence of Paralic Estuarine Deposits. The underlying hard silts and clays of the underlying Old Paralic Deposits are not considered to be potentially liquefiable.

- As-built foundation plans indicate that each building column is supported on a concrete driven pile with the exception of the east building wall. The east wall of the building is supported on spread footings.

- Due to the building being supported on concrete driven piles, the depths and thicknesses of the liquefiable soils layers make foundation bearing failure under the existing structures unlikely in the event of liquefaction.

- Liquefaction settlement has the potential to cause distress to the existing slab-on-grade floor in the center and eastern portion of the building. A structurally reinforced floor slab will be required if the risk of liquefaction settlement is not acceptable.

- Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall.

- Downdrag forces on piles resulting from potential liquefaction should be included in the design of new piles or evaluation of existing piles in the western portion of the building.

- Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings

- Surface infiltration of storm water is not recommended at the site. The soils above the hard silts and clays of the Old Paralic Deposits consist of existing fills and potentially liquefiable soils.

Our recommendations related to the geotechnical aspects of the development of the site and building renovation are presented in the subsequent sections of this report.

4.2 SEISMIC CONSIDERATIONS

4.2.1 General

The site is located in a seismically active area and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults.

We understand that the seismic design of the proposed building at the subject site will be in accordance with the 2019 California Building Code (CBC) criteria. For the 2019 CBC, we recommend a Site Class D. The remaining seismic code values can be obtained directly from the tables in the building code using the above values and appropriate SEAOC/OSHPD web site (Reference 5 for S_S, S_1, S_D, and S_M values).

The seismic design method should be determined by the Project Structural Engineer.

4.2.2 Strong Ground Motion Potential

Based on published information presented in Reference 6, the most significant fault in the proximity of the site is the Rose Canyon Fault, which is located less than 1 kilometer from the site.

During the life of the project, the site will likely be subject to strong ground motions due to earthquakes on nearby faults. Based on the SEAOC/OSHPD website (Reference 5), we computed that the site could be subjected to a peak ground acceleration (PGA_M) of 0.73g from ASCE 7-16 based on a magnitude 6.8 earthquake. This acceleration has been computed using the mapped Maximum Considered Geometric Mean peak ground acceleration from ASCE 7-16 (Reference 7) and a site coefficient (FPGA) based on site class. The predominant earthquake magnitude was determined using a 2-percent probability of exceedance in a 50-year period, or an average return period of 2,475 years.

4.2.3 Potential for Ground Rupture

There are no known faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Special Studies zone. A fault through the site is not shown on the map of the City of San Diego Seismic Safety Study (Reference 8). Therefore, ground rupture due to faulting is considered unlikely at this site.

Reference 7 does show that the Rose Canyon Fault is located approximately 800 feet northeast of the site across Interstate 5.

4.2.4 Liquefaction

Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated cohesionless soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions.

The site is not located in a Seismic Hazard Zone for liquefaction as the area has not yet been mapped by the State of California. The City of San Diego Seismic Safety Study (Reference 8) indicates that the site is in a geologic hazard category for a high potential of liquefaction (Geologic Hazard Category 31) due to shallow groundwater, major drainages, or hydraulic fills.

The California Building Code and Special Publication 117A (Reference 9) requires that the ground motion used for liquefaction evaluation be based on the peak ground acceleration described above. The potential for liquefaction was evaluated using the methods presented in NCEER, 1998 (Reference 10) and modifications provided in Special Publication 117A. To evaluate the potential for liquefaction at the site, we considered the current groundwater level of 10 feet below existing grade in western portion of the site where potentially liquefiable soils were encountered in our explorations.

We evaluated the liquefaction potential of the soils within the Paralic Estuarine Deposits, which were encountered from depths of approximately 10 to 20 feet below existing grades at the western portion of the building (CPT's C-2 and C-3) and from depths of approximately 10 to 15 feet below existing grades near the center portion of the building (CPT C-4).

The hard silts and clays of the underlying Old Paralic Deposits (late to middle Pleistocene deposits) were not considered to be potentially liquefiable. Besides the age and hardness of these soils, these clays and silts are resistant to liquefaction based on criteria by Bray (Reference 11). This conclusion is based upon the plasticity indices being 18 or greater for the majority of the clays and silts.

Based on our evaluation of the CPT data using computer software CLIQ (Reference 12), layers of soil between the depths as discussed above at the west side and center of the building exhibit a potential for liquefaction during a design earthquake. In general, the potentially liquefiable layers consist of loose to medium dense silty sands with lens of sandy silts and silts. Should liquefaction of these layers occur, the estimated magnitude of induced settlement would be on the order of 1-inch at the

western portion of the building and on the order of ½-inch near the center of the building. Differential settlement due to liquefaction across 40 feet could be on the order of ½-inch within the building. Appendix D provides the CLIQ output for our liquefaction analysis.

In the eastern half of the building, liquefaction is not likely to occur due to the absence of Paralic Estuarine Deposits. The geologic cross-section presented in Figure 4 shows the approximate portion of the building without Paralic Estuarine Deposits. This area corresponds with the former mean high tide line shown in the Port of San Diego drawings (Reference 4).

Due to the building being supported on concrete driven piles, the depths and thicknesses of the liquefiable soils layers make foundation bearing failure under the existing structures unlikely in the event of liquefaction. Liquefaction settlement has the potential to cause distress to the existing slab-on-grade floor.

4.3 EARTHWORK

The earthwork anticipated for the building renovation may consist of minor clearing, overexcavation of soils disturbed by demolition activities, subgrade preparation, and placement and compaction of fill.

4.3.1 Clearing

Prior to grading, the areas to be developed should be stripped of all vegetation, pavements, foundations, and cleared of all debris. Buried obstructions, such as utilities and tree roots, should be removed. Although none were encountered, any cesspools or septic systems exposed during construction should be removed in their entirety. The resulting excavation should be backfilled as recommended in the "Subgrade Preparation" and "Placement and Compaction of Fill" sections of this report. As an alternative, any cesspools can be backfilled with a lean sand-cement slurry. All deleterious materials generated during the clearing operations should be removed from the site. At the conclusion of the clearing operations, a representative of the project a representative of GPI should observe and accept the site prior to any further grading.

4.3.2 Excavations

Excavations at the site will include removal of unsuitable soils, foundation excavations and trenching for utility lines.

If new shallow foundations along the east wall are planned for the building renovation, prior to construction of the shallow foundations, all undocumented fills and disturbed soils should be removed and replaced as properly compacted fill. These materials require densification to provide adequate support of foundations and slab-on-grade floors. For planning purposes, we recommend that the removal/replacement for new foundations along the eastern building wall extend to 2 feet below the bottom of footings. If the undocumented fills are observed in the field to be greater than 2 feet,

deeper removals within the footprint of the footing will be required to remove undocumented fills or to extend the footing to natural soils.

Prior to placement of fills or construction of the minor lightly-loaded foundations not attached to the building or exterior slabs, a portion of undocumented fills and disturbed soils should be removed and replaced as properly compacted fill. We recommend removals to a depth of at least 2 feet below the bottom of the slabs or footings.

The actual depths of removal should be determined in the field during grading by a representative of the GPI.

The removals should extend laterally beyond the edge of foundation a minimum distance equal to the depth of overexcavation/compaction below finish grade (i.e. a 1:1 projection below the edge of footings).

Temporary construction excavations may be made vertically without shoring to a depth of 4 feet below adjacent grade. For deeper cuts up to 10 feet, the slopes should be properly shored or sloped back to at least 1:1 or flatter. Severe caving should be anticipated in excavations attempted below the groundwater level. As such, dewatering, shoring, excavation, and backfill methods should be developed by the contractor for structures or utilities that are anticipated to extend below the groundwater. Slopes as flat as 2:1 (H:V) may be required below groundwater to enhance excavation stability. Surcharge loads should not be permitted within a horizontal distance equal to the height of cut from the top of the excavation or 5 feet from the top of the slopes, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane, inclined at 45 degrees below the edge of any adjacent existing site facilities, should be properly shored to maintain support of adjacent elements. Excavations and shoring systems should meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards.

4.3.3 Subgrade Preparation

Prior to placing fills or construction of the proposed structures, the subgrade soils should be scarified to a depth of 8 inches, moisture-conditioned, and compacted to at least 90 percent of the maximum dry density in accordance with ASTM D 1557.

In areas to receive pavements, the top 12 inches below the pavement base should be scarified, moisture-conditioned, and compacted to a minimum of 95 percent (90 percent for clayey soils) of the maximum dry density.

4.3.4 Material for Fill

The surficial on-site soils are, in general, suitable for use as compacted fill. The upper 12 inches of building pad supporting a slab-on-grade floor should consist of on-site or imported non-expansive sandy soils.

Imported fill material should be predominately granular (containing no more than 40 percent fines - portion passing No. 200 sieve) and non-expansive (Expansion Index of 20 or less). The import should also exhibit a minimum R-value of 30, consistent with the existing near surface soils. GPI should be provided with a sample (at least 50 pounds) and notified of the location of soils proposed for import at least 72 hours in advance of importing. Each proposed import source should be sampled, tested and accepted for use prior to delivery of the soils to the site. Soils imported prior to acceptance by the GPI may be rejected if not suitable.

Soils used for compacted fills should not contain particles greater than 6 inches in size.

The on-site inert demolition debris, such as concrete and asphalt, may be reused in the compacted fills provided approval is provided by the reviewing regulatory agency and the owner. The material should be crushed to the consistency of aggregate base and blended with the on-site or imported soils. Such material could also be used for stabilization of soft and wet areas expected in the planned overexcavations.

4.3.5 Placement and Compaction of Fills

Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to at least 90 percent of the maximum dry density in accordance with ASTM D-1557.

The optimum lift thickness will depend on the compaction equipment used and can best be determined in the field. The following uncompacted lift thickness can be used as preliminary guidelines.

Plate Compactors	4-6 inches
Track Equipment, Small Vibratory or Static Rollers (5-ton±)	6-8 inches
Heavy Loaders	8-12 inches

The maximum lift thickness should not be greater than 12 inches.

Fills consisting of the on-site or imported sandy soils should be placed at a moisture content of 0 to 2 percent over the optimum moisture content in order to achieve the required compaction. Moisture should be maintained in fill prior to placing new fill or at the subgrade surfaces or additional processing may be required.

4.3.6 Shrinkage and Subsidence

Shrinkage is the loss of soil volume caused by compaction of fills to a higher density than before grading. Subsidence is the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment. While shrinkage is not anticipated to be a significant issue due to the limited grading, for earthwork volume estimating purposes, an average shrinkage value of about 10 to 15 percent and subsidence of 0.1 feet may be assumed for the surficial soils. These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and

subsidence will depend on the types of earthmoving equipment used and should be determined during grading.

4.3.7 Trench/Wall Backfill

Utility trench and wall backfill consisting of the on-site material or imported sand should be mechanically compacted in lifts. The on-site clayey soils should not be used in retaining wall backfill and may be difficult to compact in trenches. Some drying of the on-site soils should be anticipated prior to backfill. Lift thickness should not exceed those values given in the "Compacted Fill" section of this report. A representative of GPI should observe and test all trench and wall backfills as they are placed.

In backfill areas where mechanical compaction of soil backfill is impractical due to space constraints, sand-cement slurry may be substituted for compacted backfill. The slurry should contain one sack of cement per cubic yard and have a maximum slump of 5 inches. Within the building area, the slurry should contain two sacks of cement per cubic yard. When set, such a mix typically has the consistency of compacted soil.

If open-graded rock is used as backfill or bedding, the material should be placed in lifts and mechanically densified. Open-graded rock should be separated from the on-site soils by a suitable filter fabric (Mirafi 140N or equivalent).

4.3.8 Observation and Testing

A representative of GPI should observe excavations, subgrade preparation, and fill placement activities. Sufficient in-place field density tests should be performed during fill placement and in-place compaction to evaluate the overall compaction of the soils. Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of any additional fill.

4.4 PILE FOUNDATIONS

4.4.1 General

The existing building columns with the exception of the eastern building wall are supported on 12-inch diameter driven concrete piles. As-built foundation plans (Reference 1) indicate the length of the concrete piles vary from 14 to 40 feet and are attached below a 2-foot deep pile cap. Reference 1 shows a length of pile for each column within the building. Using our data from the CPT’s and borings, we have evaluated the ultimate skin friction and end bearing based on soil types presented in our geologic cross-section, Figure 4.

Piles will be required to support the building either for the foundations supporting the roof deck extension and if the retrofit of the existing foundations as part of the building renovation indicate that additional axial support is required at selected columns except along the east wall.

Table 1 provides our analysis of the ultimate skin friction and ultimate end bearing values to be used by the Project Structural Engineer in evaluating the existing piles and design of new piles for the foundations for the roof deck extension. We provide our analysis for each North-South building line (B to G) from the as-built foundation plan (Reference 1), which contains pile foundations, and for the new foundations for the roof deck extension. The approximate location of the building lines are provided on our geologic cross-section, Figure 4.

Downdrag forces on piles resulting from potential liquefaction should be included in the design of new piles or evaluation of existing piles in the western portion of the building. Table 1 includes an assessment of the negative skin friction of the piles based on our liquefaction analysis.

If additional piles are required for the building, reductions in pile capacity for consideration of group action are not required provided that piles (new and existing) are spaced no closer (center-to-center) than 2½ times the diameter of the pile. Capacity of piles spaced closer than discussed above should be reduced to 70 percent of the capacity provided in Table 1.

We recommend that the Project Structural Engineer use a Factor of Safety of 2.0 to 3.0 based on their engineering judgement in accessing the allowable capacity determination of each existing pile.

The as-built foundation plan (Reference 1) contains a “Total Load on Pile” and “Length of Pile”. It is unclear from the review of the plans if these are design loads. It is also unclear if the “Length of Pile” is an as-built, installed length or casting length prior to driving.

Due to the relatively low head room in the existing building, micro-piles (concrete or steel pipe) or helical anchor piles will likely be required to retrofit existing pile foundations in the building, if required by the Project Structural Engineer. The capacities of the micro-piles or helical piles will be determined by a Specialty Design/Build contractor using the soils information in this report. The foundation for the new roof deck extension may be supported on micro-piles, helical piles or more conventional piles. Nevertheless, we recommend that either type of pile extend into the dense to very dense sandstone of the Old Paralic Deposits. For new piles, we recommend using a factor of safety of 3.

GPI should review and approve the final pile design for an additional piles to retrofit the existing foundations.

4.4.2 Uplift Capacity

To resist uplift loads, the existing concrete piles will derive their resistance from friction between the subsurface soils and the pile surface. The ultimate uplift capacity of a CIP pile can be calculated using a skin friction of one-half of the values provided in Table 1 for the embedded length of the pile. The Project Structural Engineer should utilize a

Factor of Safety of 2.0 to 3.0 based on their engineering judgement in accessing the allowable uplift capacity determination of each existing pile.

4.4.3 Lateral Capacity

We analyzed the lateral load response of a 12-inch diameter concrete pile using LPILE, a finite difference computer program. The soil is modeled as a series of non-linear lateral springs, with lateral response defined by segmentally-variable p-y curves. Pile deflection with load is assumed to follow a linear-elastic relationship. Therefore, the results of our analyses are valid up to the bending moment capacity of the pile. At higher loads, the deflections will be greater than those predicted by the computer model.

The preliminary values for the lateral capacity of the piles are presented in Figures 5 through 7. These capacities are based on a ½-inch deflection. The actual values used for final design should be determined by the pile designer based on the axial and lateral loads used for design. These diagrams are for a fixed-head and a free-head condition.

In addition, lateral resistance will be provided by passive resistance against grade beams and pile caps. Assuming that these elements are poured tight against the existing ground, an allowable passive soil resistance equal to an equivalent fluid pressure of 250 pounds per cubic foot may be used.

4.4.4 Pile Load Testing

If additional piles are required for the building, we recommend that the Design-Build Contractor for micro-piles or helical anchor piles perform pile load tests. Pile load testing should be performed in accordance with the most recent version of the appropriate ASTM Standard.

4.4.5 Settlement

If additional load due to the 2nd story addition is placed on the existing piles, the piles may settle. The amount of settlement would need to be calculated on a pile by pile basis based on additional loading, length of pile, and end bearing strata of the driven piles.

4.4.6 Pile Installation

To ascertain that new piles, if necessary, are properly installed to sufficient depth to develop the required supporting capacities, it is imperative that a representative of GPI continuously observe the installation of the piles at the site. For helical piles, a representative of GPI should record the measurements of drilling torque and grout volume throughout the installation process and the final embedment depth of each pile. For micro-piles, a representative of GPI should record the final embedment depth and diameter of each pile, the type of soils removed, caving characteristics, and methods to prevent caving.

We recommend that GPI review the final foundation plans and specifications to ascertain that the recommendations presented herein have been properly incorporated into the contract documents.

The specialty foundation contractor for helical or micro-piles should evaluate the potential drilling conditions when planning installation methods for the deep foundations. We recommend the foundation contractor be prepared for a range of drilling conditions, including groundwater at a depth of 10 feet below existing grades and caving within sandy and soft soils at depths below 10 feet from the existing grade. When caving soil conditions are encountered, casing, slurry, or other methods should be utilized to maintain the pile excavation for the piles.

4.5 SHALLOW FOUNDATIONS

4.5.1 General

Minor structures not attached to the existing building such as site walls, small retaining walls, and trash enclosures with relatively light structural loads may be supported on shallow footings, provided the anticipated settlements (including both static and dynamic) are tolerable and the subsurface soils are prepared in accordance with the recommendations given in this report.

Based on information provided in Reference 1, the east wall footing is bearing on sandy clay with an allowable bearing capacity of 2,000 pounds per square foot (psf). Reference 1 shows the east wall footings to be 3 feet wide with an embedment of 2 feet. Based on our evaluation of the subsurface soils from limited geotechnical explorations, we recommend that the allowable bearing of 2,000 psf may be used for the evaluation of the existing footings for increased loading on the wall due to the 2nd story additions.

4.5.2 Allowable Bearing Pressures

Based on the shear strength and elastic settlement characteristics of the recompacted on-site soils, a static allowable net bearing pressure of up to 1,500 pounds per square foot (psf) may be used for both continuous footings or isolated column footings for minor structures. These bearing pressures are for dead-plus-live loads, and may be increased one-third for short-term, transient, wind and seismic loading. The actual bearing pressure used may be less, such that economics and structural loads will determine the minimum width for footings as discussed below. The maximum edge pressures induced by eccentric loading or overturning moments should not be allowed to exceed these recommended values.

4.5.3 Minimum Footing Width and Embedment

The following minimum footing widths and embedments are recommended for the corresponding allowable bearing pressure.

STATIC BEARING PRESSURE (psf)	MINIMUM FOOTING WIDTH (inches)	MINIMUM FOOTING* EMBEDMENT (inches)
1,500	15	15
1,000	12	12

* Refers to minimum depth below lowest adjacent grade.

A minimum footing width of 12 inches should be used even if the actual bearing pressure is less than 1,000 psf.

4.5.4 Estimated Structural Settlements

Maximum total static settlement of lightly loaded spread footings is expected to be less than 1-inch. Maximum differential settlements between similarly loaded adjacent footings are expected to be less than ½-inch.

Seismic settlement caused by liquefaction in the western portion of the site of approximately ½ to 1-inch total and ½-inch differential should be added to the above settlement values when evaluating the combined settlement (static and seismic) of the conventional and foundations.

The above estimates are based on the assumption that the recommended earthwork will be performed and that the footings will be sized in accordance with our recommendations.

4.5.5 Lateral Load Resistance

Soil resistance to lateral loads will be provided by a combination of frictional resistance between the bottom of footings and underlying soils or aggregate base material and by passive soil pressures acting against the embedded sides of the footings. For frictional resistance, a coefficient of friction of 0.35 may be used for design for soils. In addition, an allowable lateral bearing pressure equal to an equivalent fluid weight of 250 pounds per cubic foot may be used, provided the footings are poured tight against compacted fill soils. These values may be used in combination without reduction.

The above values may be used for new footings or evaluation of existing footings along the eastern building wall.

4.5.6 Footing Excavation Observation

Prior to placement of concrete and steel, a representative of GPI should observe and approve all footing excavations.

4.6 FOUNDATION CONCRETE

Laboratory testing by HDR (Appendix C) indicates that the near surface soils exhibit a soluble sulfate content of 65 mg/kg (0.01) percent by weight). For the 2019 CBC, foundation concrete should conform to the requirements for negligible sulfate exposure for soil (Category S0) as outlined in ACI 318, Section 4.3.

4.7 BUILDING FLOOR SLABS

Repairs to the existing slab-on-grade floors, if required for the renovation of the existing building, should be supported on at least 12 inches of sandy (on-site or import) non-expansive soils (Expansion Index less than 20) compacted as discussed in the "Placement and Compaction of Fill" section.

A moisture vapor retarder should be placed under slabs that are to be covered with moisture-sensitive floor coverings (wood, vinyl, tile, etc.). Currently, common practice is to use a 10 or 15 mil polyolefin product such as Stego Wrap for this purpose. Whether to place the concrete slab directly on the vapor barrier or place a clean sand layer between the slab and vapor barrier is a decision for the Project Architect, as it is not a geotechnical issue. If covered by sand, the sand layer should be about 2 inches thick and contain less than 5 percent by weight passing the No. 200 sieve. Based on our explorations and laboratory testing, the soils directly under the existing slab at the site are not suitable for this purpose. The function of the sand layer is to protect the vapor retarder during construction and to aid in the uniform curing of the concrete. This layer should be nominally compacted using light equipment. The sand placed over the vapor retarder should only be slightly moist. If the sand gets wet (for example as a result of rainfall or excessive moistening) it must be allowed to dry prior to placing concrete. Care should be taken to avoid infiltration of water into the sand layer after placement of the concrete slab, such as at slab cut-outs and other exposures. A sand layer is not required beneath the vapor retarder, but we take no exception if one is provided.

It should be noted that the material used as a vapor retarder is only one of several factors affecting the prevention of moisture accumulation under floor coverings. Other factors include effective sealing of joints edges (particularly at pipe penetration) as well as excess moisture in the concrete. The manufacturer of floor coverings should be consulted for establishing acceptable criteria for the condition of floor surface prior to placing moisture-sensitive floor coverings.

For lateral resistance design, a coefficient of friction value of 0.35 between select fill and concrete may be used. For a slab on a visqueen moisture barrier, a coefficient of 0.1 should be used.

In the western half of the building (Column Line D to G), the existing floor slab may settle if a seismic event causes liquefaction of the underlying Paralic Estuarine Deposits. The magnitude of the seismic settlement may vary from ½ to 1 inch. If the risk of these settlements is not acceptable, the existing slab on grade floor should be replaced with a structurally reinforced floor slab.

4.8 LATERAL EARTH PRESSURES

Based on information available to us at the time this report was prepared, no major retaining walls or basements were planned as part of the building renovation. The existing east wall of the building does retain approximately retains approximately 7 to 8 feet of soil from the slope extending upward to the railroad tracks. The following recommendations are provided for walls less than 8 feet in height. We recommend that non-expansive, imported or on-site, granular soils be used as wall backfill.

Active earth pressures can be used for designing walls that can yield at least 1-inch laterally in 10 feet of wall height under the imposed loads. For level backfill comprised of on-site granular soils, the magnitude of active pressures is equivalent to the pressures imposed by a fluid weighing 35 pounds per cubic foot (pcf). This pressure may also be used for the design of temporary excavation support.

For level backfill comprised of on-site fill soils where the ground surface is sloped up to 2:1 (horizontal to vertical) above the existing small retaining walls, a lateral pressure of an equivalent fluid weighing of 60 pounds per cubic foot may be used for an evaluation of the existing walls.

At-rest pressures should be used for restrained walls that remain rigid enough to be essentially non-yielding. At-rest pressures imposed by a fluid weighing 52 pounds per cubic foot should be used for granular backfill.

For the existing east wall of the building retaining the sloped embankment, an at-rest pressures imposed by a fluid weighing 90 pounds per cubic foot should be used for evaluation against the existing sloped embankment soils.

The above active and at-rest pressures are for a drained condition.

To account for seismic loads, an additional lateral earth pressure equal to 22 pcf (equivalent fluid pressure distribution) should be added to the above active pressures. If the wall is designed or evaluated using the above at-rest pressure, the added seismic load can be omitted.

Walls subject to surcharge loads should be designed for an additional uniform lateral pressure equal to one-third and one-half the anticipated surcharge pressure for unrestrained and restrained walls, respectively.

The wall backfill should be well-drained to relieve possible hydrostatic pressure or designed to withstand these pressures. A drain consisting of perforated pipe and gravel wrapped in filter fabric should be used. One cubic foot of rock should be used for each lineal foot of pipe. The fabric (non-woven filter fabric, Mirafi 140N or equivalent) should be lapped at the top.

Wall footings should be designed as discussed in the "Shallow Foundations" section.

4.9 CORROSIVITY

Resistivity testing of representative samples of the on-site surficial soils by HDR indicates that the soils are moderately corrosive to ferrous metals (resistivity measurements of 3,640 ohm-cm). GPI does not practice corrosion engineering. Should the use of buried metal pipe be proposed, a corrosion engineer, such as HDR, should be consulted.

4.10 DRAINAGE

Positive surface gradients should be provided adjacent to all structures so as to direct surface water run-off and roof drainage away from foundations and slabs toward suitable discharge facilities. The introduction of water into the existing fill soils can result in subsidence. Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

4.11 STORM WATER INFILTRATION

Current regulations require that storm water be infiltrated in the site soils of new developments when possible. The soil types present at the site control the ability of water to infiltrate into the subgrade. Based on our subsurface investigation, the upper 10 feet of the soil profile consists of existing fill or formational soils. In addition, the site soils are within a liquefaction zone and analysis indicates a potential for liquefaction of site soils. Infiltration has the potential to increase the likelihood of liquefaction risks. Based on these findings, it is our opinion that surface infiltration of storm water is not feasible.

4.12 EXTERIOR CONCRETE AND MASONRY FLATWORK

Exterior concrete and masonry flatwork should be supported on non-expansive, compacted fill. This includes the generator and transformer slabs. The use of the clayey soils within 2 feet of the slab subgrade should not be permitted unless differential heave is tolerable. This includes exterior sidewalks, stamped concrete, non-traffic pavement, pavers, etc. Prior to placement of concrete, the subgrade should be prepared as recommended in the "Subgrade Preparation" section of this report.

4.13 PAVED AREAS

Preliminary pavement design has been based on an R-value of 30 due to the silty sand near-surface soils. The California Division of Highways Design Method was used for design of the recommended preliminary pavement sections. Final pavement design should be based on R-value testing performed near the conclusion of rough grading.

The following pavement sections are recommended for planning purposes only.

PAVEMENT AREA	TRAFFIC INDEX	SECTION THICKNESS (inches)	
		Asphalt Concrete	**Aggregate Base Course**
Auto Parking	4	3	4
Circulation Drives	5	3	6
Truck Drives	6	3	9
		Portland Cement Concrete	**Aggregate Base Course**
Auto Parking	4	6	---
Circulation Drives	5	6.5	---
Truck Drives	6	6.5	---

The pavement subgrade underlying the aggregate base or concrete should be properly prepared and compacted in accordance with the recommendations outlined under "Subgrade Preparation".

The Portland cement concrete used for paving should have a modulus of rupture of at least 550 psi (equivalent to an approximate compressive strength of 3,700 psi) at the time the pavement is subjected to truck traffic.

The pavement base course (as well as the top 12 inches of the subgrade soils) should be compacted to at least 95 percent of the maximum dry density (ASTM D-1557). Aggregate base should conform to the requirements of Section 26 of the California Department of Transportation Standard Specifications for Class II aggregate base (three-quarter inch maximum) or Section 200-2 of the Standard Specifications for Public Works Construction (Green Book) for untreated base materials, excluding processed miscellaneous base.

The above recommendations are based on the assumption that the base course and compacted subgrade will be properly drained. The design of paved areas should incorporate measures to prevent moisture build-up within the base course which can otherwise lead to premature pavement failure. For example, curbing adjacent to landscaped areas should be deep enough to act as a barrier to infiltration of irrigation water into the adjacent base course.

4.14 GEOTECHNICAL OBSERVATION AND TESTING

We recommend that a representative of GPI observe earthwork and pile installation during construction to confirm that the recommendations provided in our report are applicable during construction. The earthwork activities include grading, compaction of fills, subgrade preparation, pavement construction and foundation excavations. If conditions are different than expected, we should be afforded the opportunity to provide an alternate recommendation based on the actual conditions encountered.

5.0 LIMITATIONS

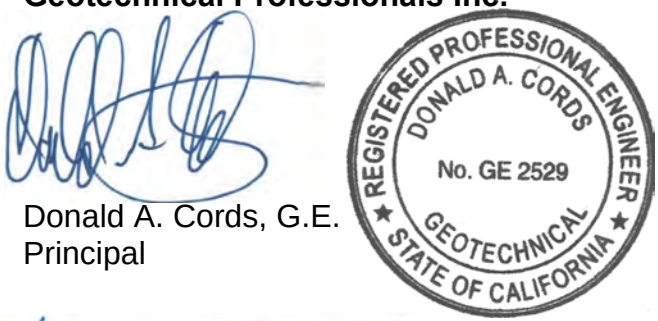
The report, exploration logs, and other materials resulting from GPI's efforts were prepared exclusively for use by Stay Open and their consultants in designing the proposed development. The report is not intended to be suitable for reuse on extensions or modifications of the project or for use on any project other than the currently proposed development as it may not contain sufficient or appropriate information for such uses. If this report or portions of this report are provided to contractors or included in specifications, it should be understood that they are provided for information only.

Soil deposits may vary in type, strength, and many other important properties between points of exploration due to non-uniformity of the geologic formations or to man-made cut and fill operations. While we cannot evaluate the consistency of the properties of materials in areas not explored, the conclusions drawn in this report are based on the assumption that the data obtained in the field and laboratory are reasonably representative of field conditions and are conducive to interpolation and extrapolation.

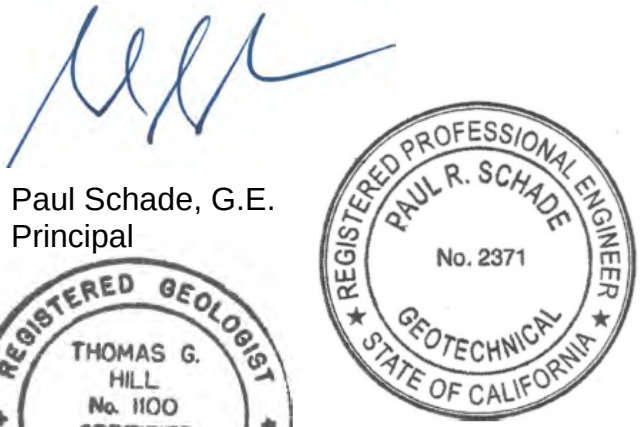
Furthermore, our recommendations were developed with the assumption that a proper level of field observation and construction review will be provided during grading, excavation, and foundation construction by GPI. If field conditions during construction appear to be different than is indicated in this report, we should be notified immediately so that we may assess the impact of such conditions on our recommendations. If construction phase services are performed by others they must accept full responsibility for all geotechnical aspects of the project including this report.

Our investigation and evaluations were performed using generally accepted engineering approaches and principles available at this time and the degree of care and skill ordinarily exercised under similar circumstances by reputable Geotechnical Engineers practicing in this area. No other representation, either expressed or implied, is included or intended in our report.

Respectfully submitted,
Geotechnical Professionals Inc.

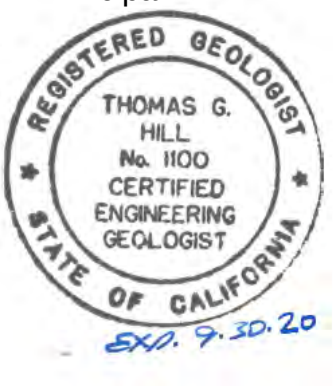


Donald A. Cords, G.E.
Principal



Paul Schade, G.E.
Principal

Thomas G. Hill, CEG 1100
Consulting Geologist



REFERENCES

1. Albert C. Martin and Associates, Architects and Engineers, “As-Built Foundation Plan, General Notes and Details, Cafeteria Building for Convair, Pacific Coast Highway, San Diego, California,” Sheet S-1 (of 7 sheets), Job No. 59036, plan dated September 29, 1959, as-built dated October 19, 1960.

2. Tan, S.S. and Kennedy, M.P., 2005, “Geologic Map of San Diego, 30’ x 60’ Quadrangle, California”, California: Department of Conservation, USGS, digital presentation, Scale 1:100,000.

3. http://www.historicaerials.com, Aerial Photography from the Past and Present”, National Environmental Title Research, LLC.

4. San Diego Unified Port District, “Plumbing Site Plan, Administration Building and Annex Restroom Improvements, San Diego, California,” Sheet P-100, Drawing 2161, Sheet 18/26, prepared by ME Engineers, Inc., dated March 24, 2009.

5. Structural Engineers Association of California/Office of Statewide Health Planning and Development, U.S Seismic Design Maps, https://seismicmaps.org/.

6. United States Geological Survey, 2008 National Seismic Hazard Maps, Source Parameters, http://geohazards.usgs.gov/cfusion/hazfaults_search/query_main.cfm.

7. American Society of Civil Engineers (2017), “Minimum Design Loads and Associated Criteria for Buildings and Other Structures,” ASCE/SEI 7-16.

8. City of San Diego, Seismic Safety Study, Geologic Hazards and Faults, Grid Titles 17 and 20, Grid Scale 800, dated April 3, 2008.

9. California Geological Survey, 2008, “Guidelines for Evaluating and Mitigating Seismic Hazards in California,” Special Publication 117A.

10. Youd, T.L., Idriss, I.M., et. al., (2001), “Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER/NSF Workshops on Evaluation of Liquefaction Resistance of Soils,” Journal of Geotechnical and Geoenvironmental Engineering, ASCE, 127(10), 817-833.

11. Bray, J.D. et al. (2006), “Assessment of the Liquefaction Susceptibility of Fine-Grained Soils,” Journal of Geotechnical and Geoenvironmental Engineering, American Society of Civil Engineering, pp. 1165-1177.

12. GeoLogismiki, 2007, “CLIQ – CPT Liquefaction Software,” Version 2.0.6.82.

TABLE 1
ULTIMATE SKIN FRICTION AND END BEARING
EXISTING AND NEW PILES AT STAY OPEN

Existing Building Lines H and G**					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	**Layer 5** Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 10	10 to 12	12 to 24	24 to 50	>50
Ultimate Skin Friction	-0.6 (downdrag)	-0.1 (downdrag)	-0.6 (downdrag)	0.9	5
Ultimate End Bearing	---	---	---	90	300

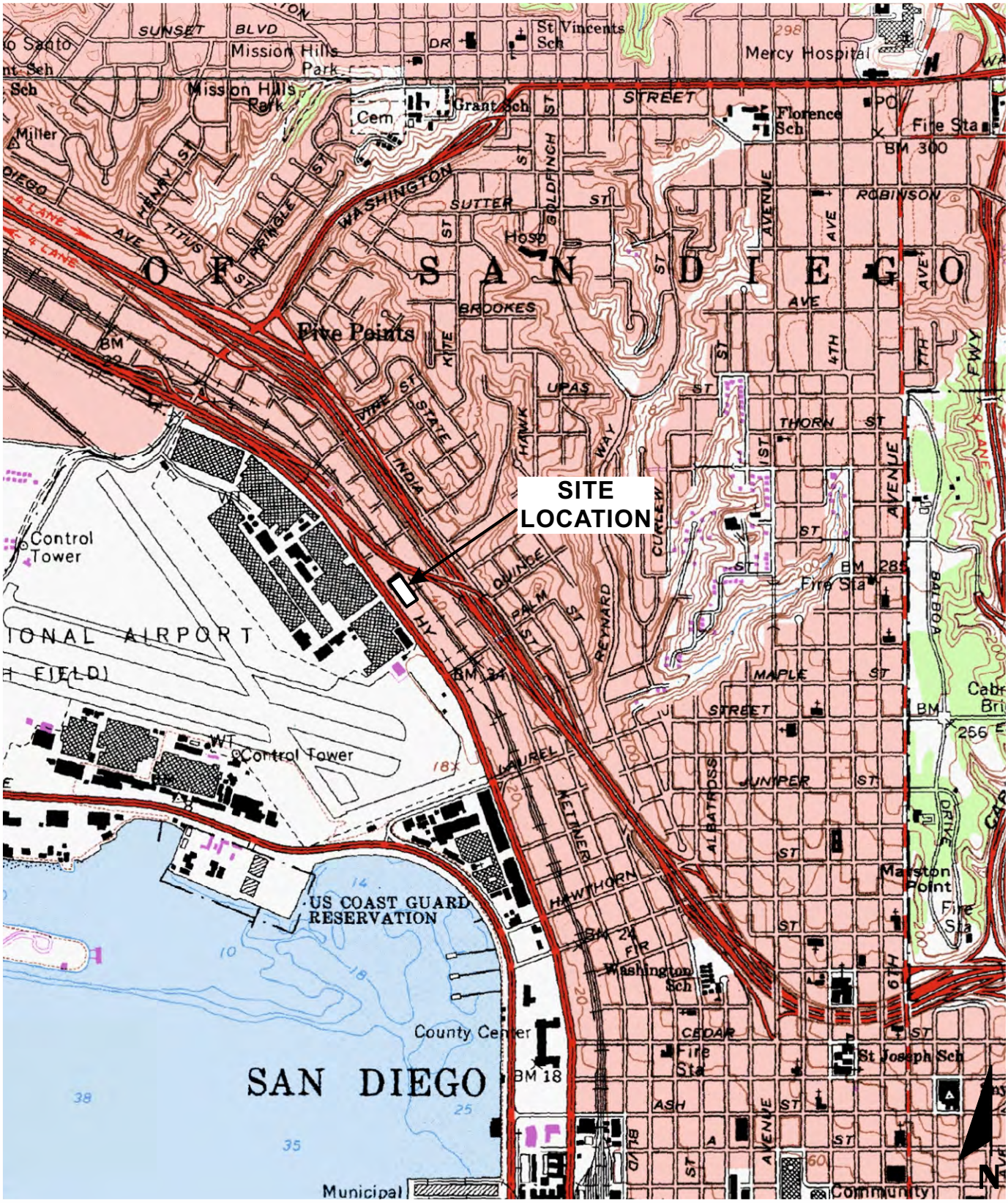
Note: "H" Line is new building line located 24 ft west of Line G

Existing Building Line F					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	**Layer 5** Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 10	10 to 12	12 to 18	18 to 38	>38
Ultimate Skin Friction	-0.6 (downdrag)	-0.1 (downdrag)	-0.6 (downdrag)	0.9	5
Ultimate End Bearing	---	---	---	90	300

TABLE 1
ULTIMATE SKIN FRICTION AND END BEARING
EXISTING AND NEW PILES AT STAY OPEN
-continued-

Existing Building Lines E and D					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	**Layer 5** Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 10	10 to 12	12 to 16	16 to 29	>29
Ultimate Skin Friction	-0.6 (downdrag)	-0.1 (downdrag)	-0.6 (downdrag)	0.9	5
Ultimate End Bearing	---	---	---	90	300

Existing Building Lines C and B					
	Soil Layers				
	Layer 1 Artificial Fill Silty Sand	**Layer 2** Estuarine Deposits Bay Muds Fat Clays	**Layer 3** Estuarine Deposits Bay Deposits Silty Sands/Sandy Silts	**Layer 4** Old Paralic Deposits Hard Clays/Claystone	Layer 5 Old Paralic Deposits Very Dense Sandstone
	Depth (ft) and Ultimate Pile Capacity (kips per square foot)				
Depth of Layer Below Fin. Floor	0 to 5	not encountered	not encountered	5 to 12	>12
Ultimate Skin Friction	0.6	---	---	0.9	5
Ultimate End Bearing	---	---	---	90	300



BASE MAP REPRODUCED FROM USGS 7.5' TOPO MAPS © CALTOPO

GEOTECHNICAL PROFESSIONALS, INC.

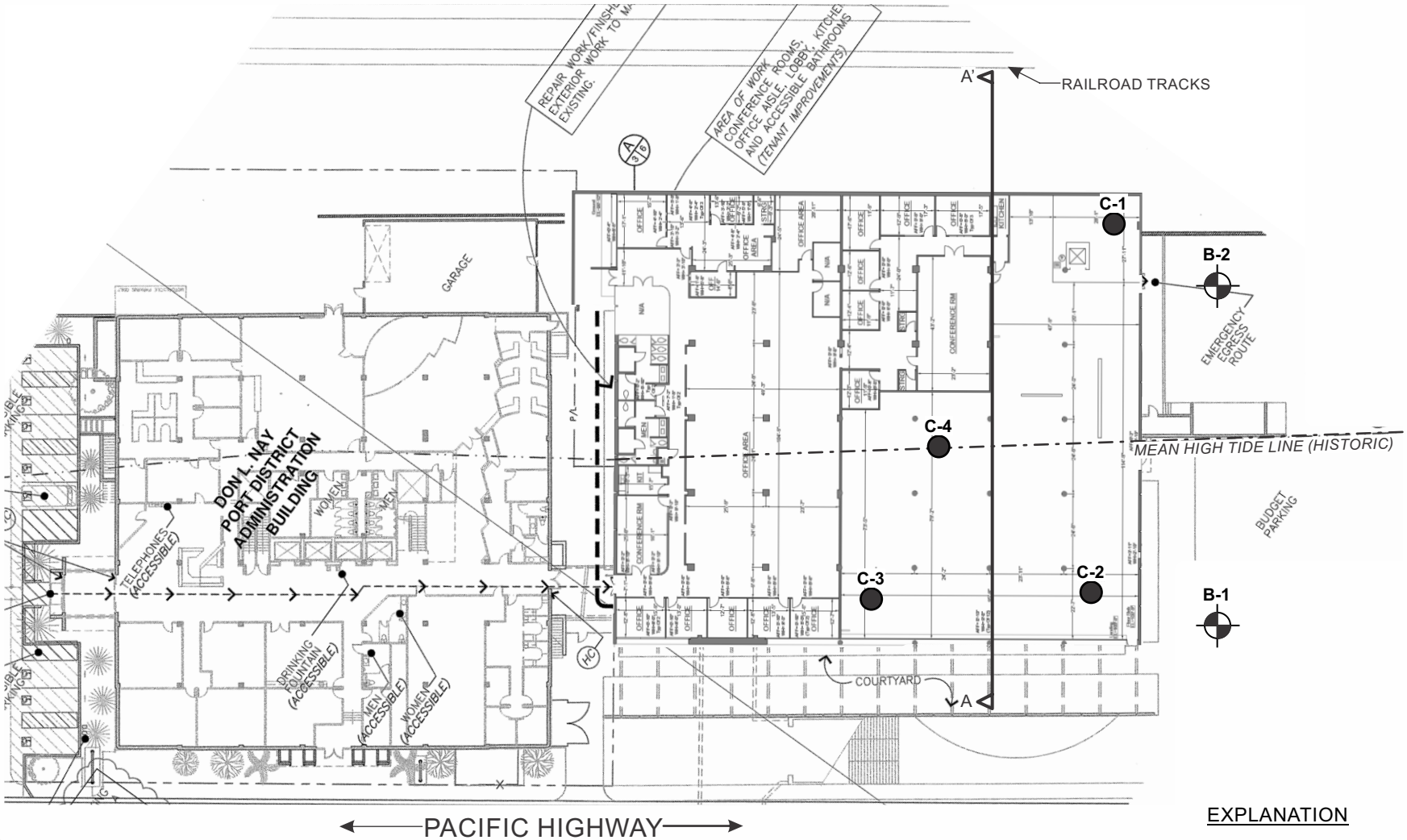
SITE LOCATION MAP

STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I

SCALE: 1" = 1500'

FIGURE 1



N

0 50 100 FEET

EXPLANATION

B-2 APPROXIMATE LOCATION AND NUMBER OF EXPLORATORY BORING

C-4 APPROXIMATE LOCATION AND NUMBER OF CONE PENETRATION TEST

BASE MAP REPRODUCED FROM ADMINISTRATION BUILDING ANNEX RESTROOMS IMPROVEMENTS PLAN BY DOMINY AND ASSOCIATES ARCHITECTS DATED 3/24/09

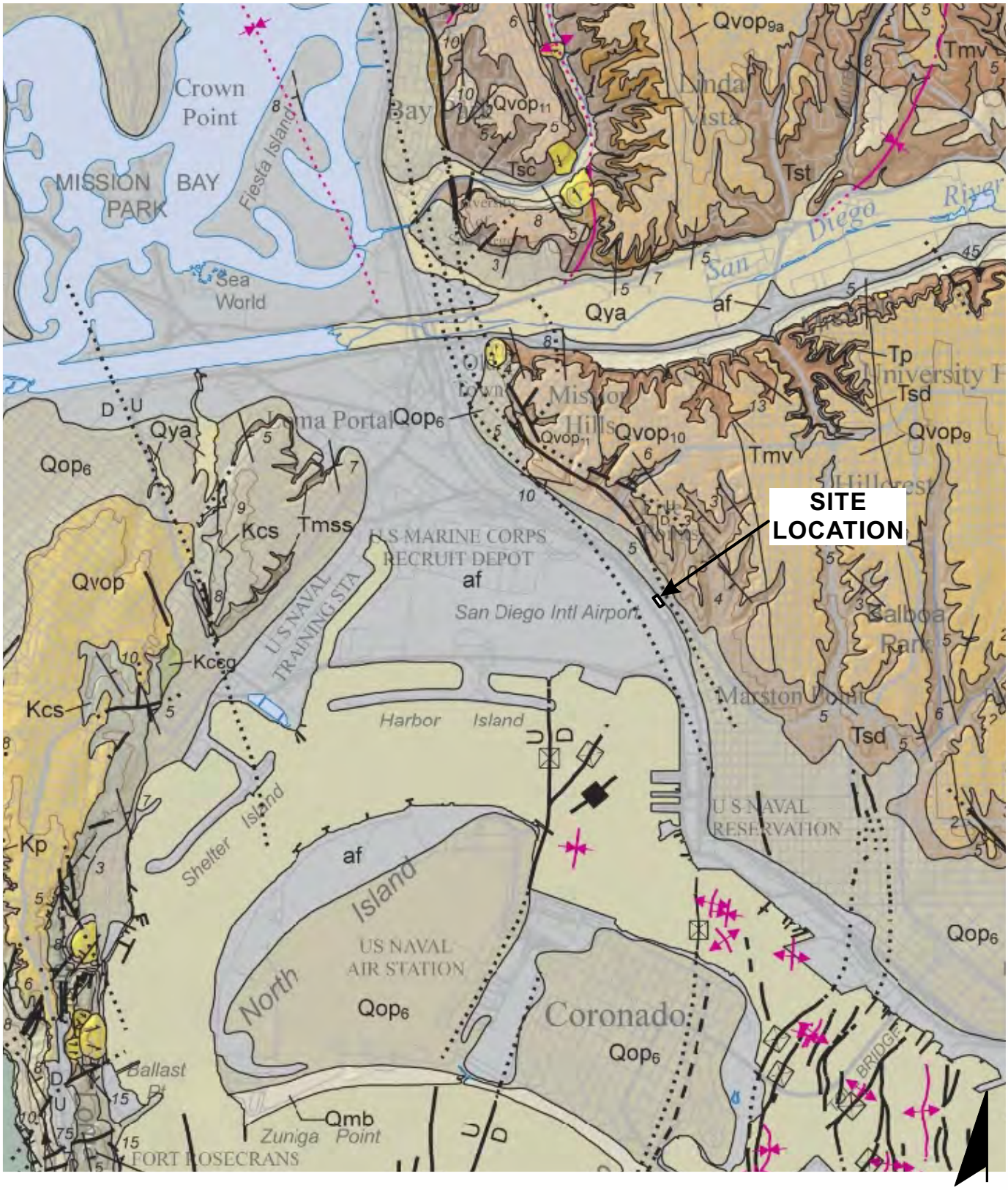
GPI GEOTECHNICAL PROFESSIONALS, INC.

STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I | SCALE: 1" = 50'

SITE PLAN

FIGURE 2



BASE MAP REPRODUCED FROM GEOLOGIC MAP OF THE SAN DIEGO 30' X 60' QUADRANGLE, CALIFORNIA BY KENNEDY AND TAN 2008

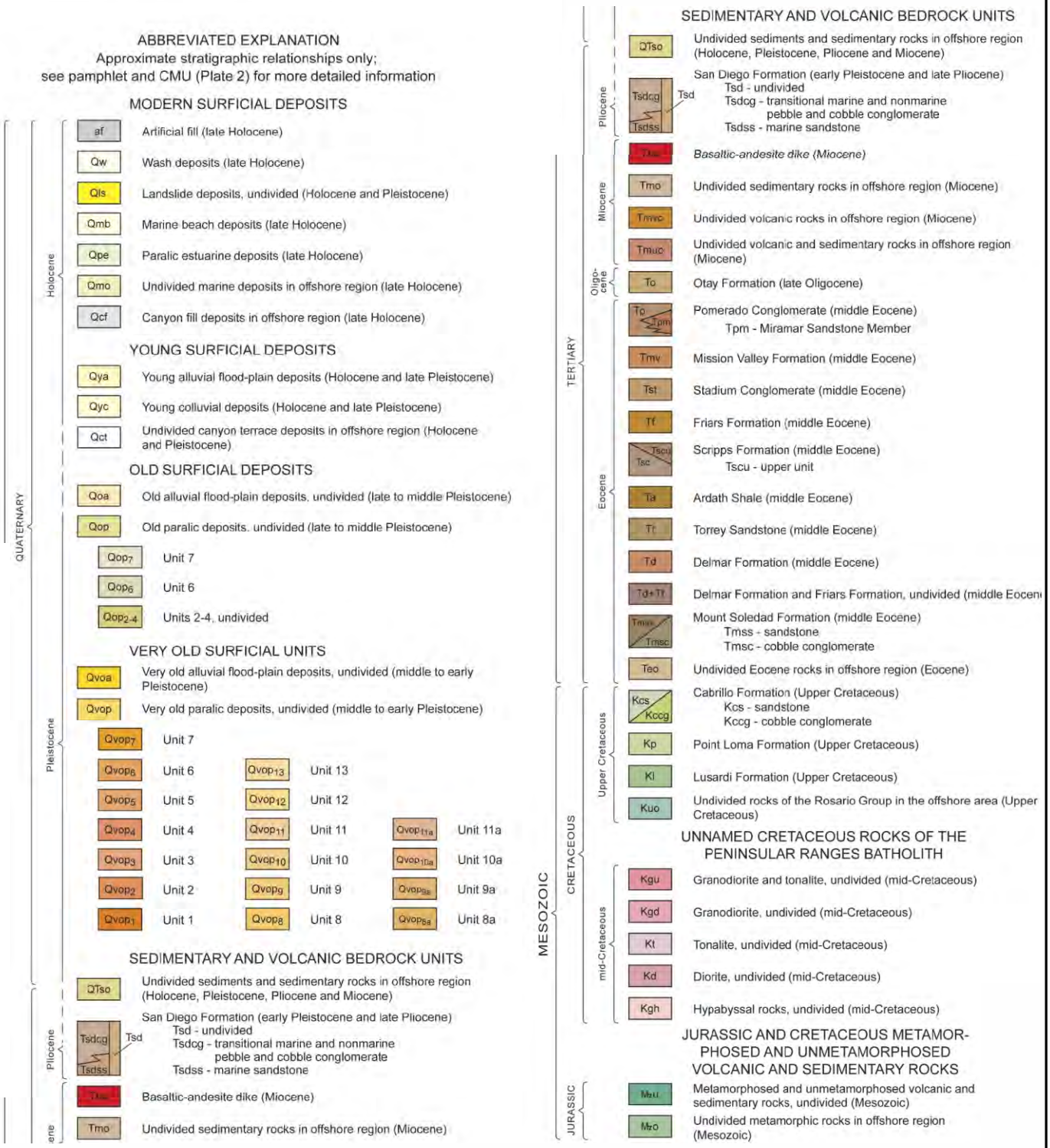
GPI GEOTECHNICAL PROFESSIONALS, INC.

STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I | SCALE: 1" = 5000'

GEOLOGIC MAP

FIGURE 3A



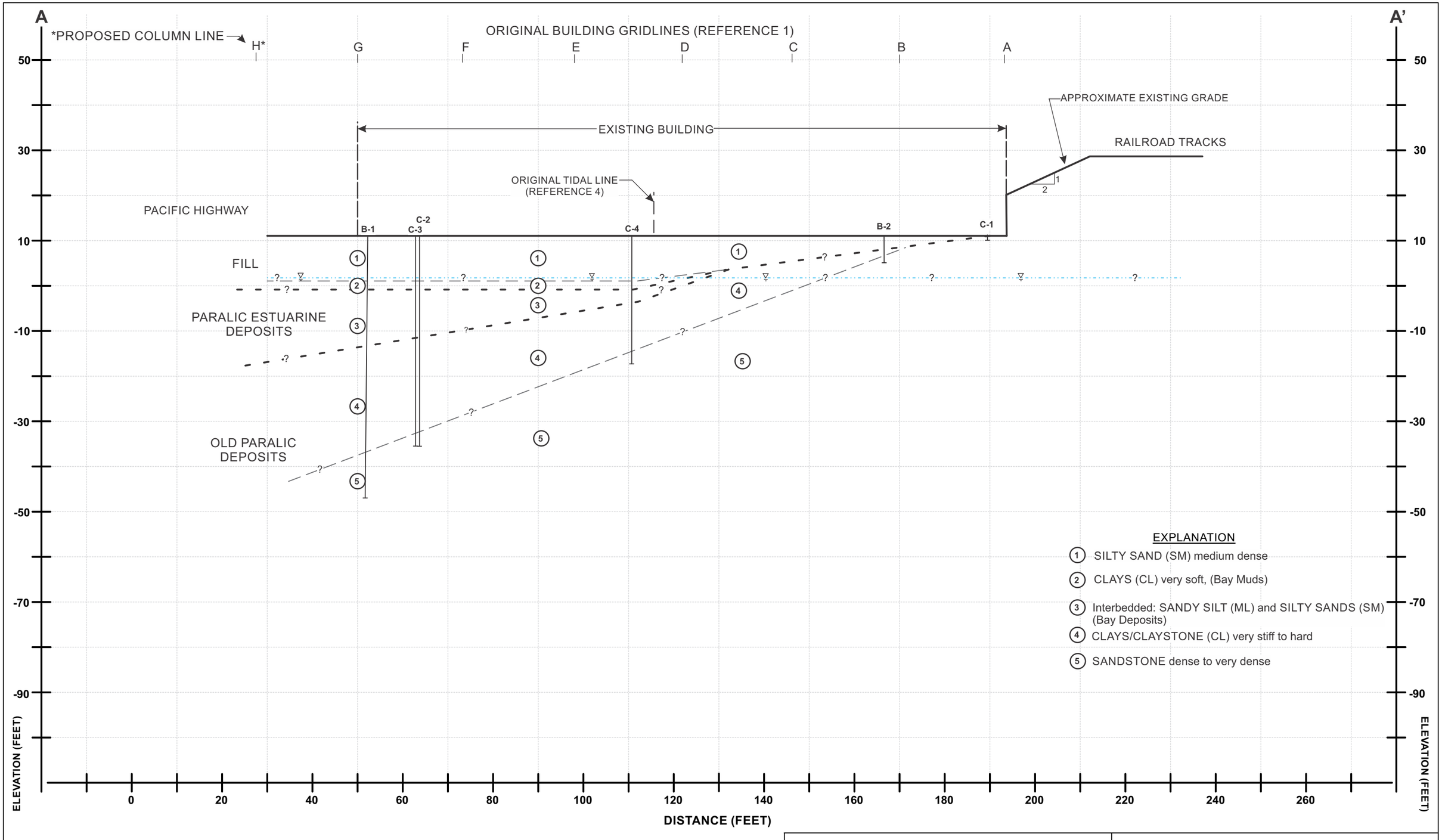
GEOTECHNICAL PROFESSIONALS, INC.

STAY OPEN SAN DIEGO

GPI PROJECT NO.: 2956.I | NO SCALE

GEOLOGIC LEGEND

FIGURE 3B



Note: This section is based upon information obtained at borings and CPTs obtained during geotechnical investigation. The section is based upon limited geotechnical data and localized variations should be anticipated. This section is intended for descriptive purposes only.

GEOTECHNICAL PROFESSIONALS, INC.

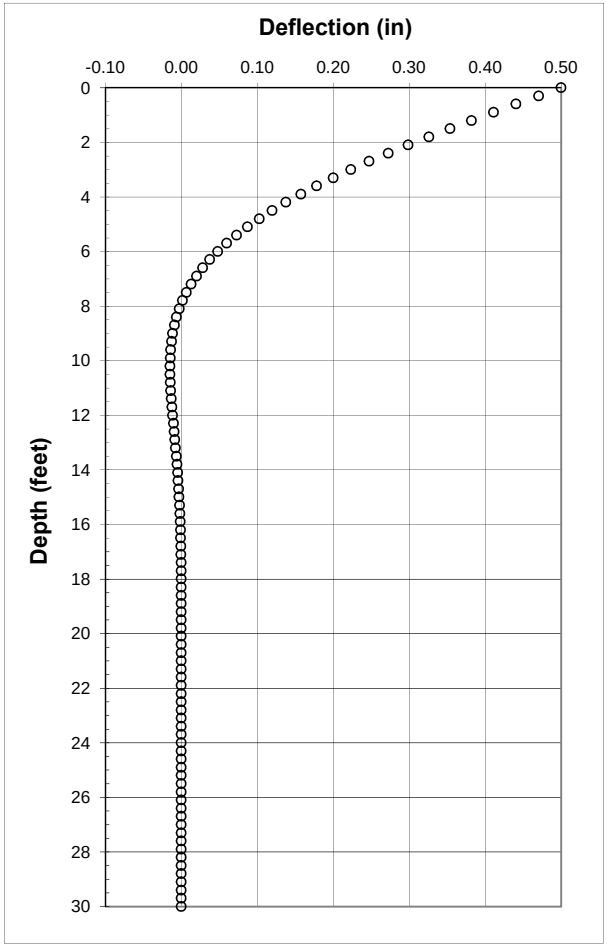
STAY OPEN SAN DIEGO

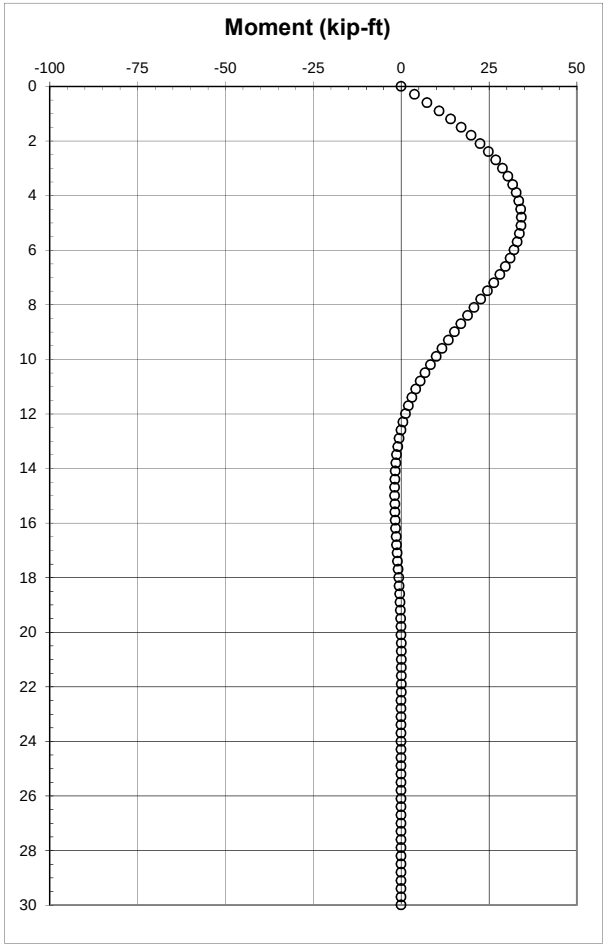
GPI PROJECT NO.: 2956.1

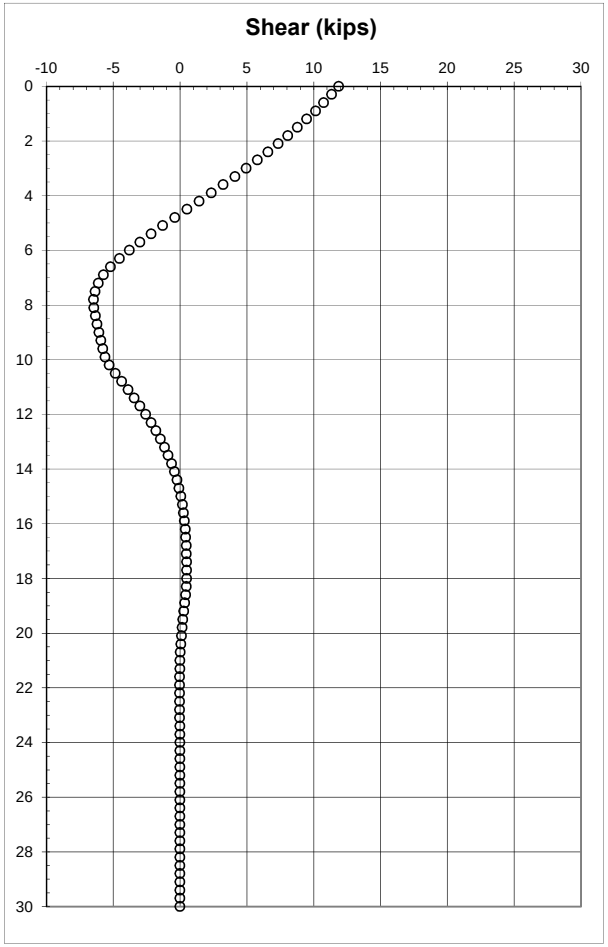
SCALE: 1" = 20'

GEOLOGIC CROSS SECTION

FIGURE 4



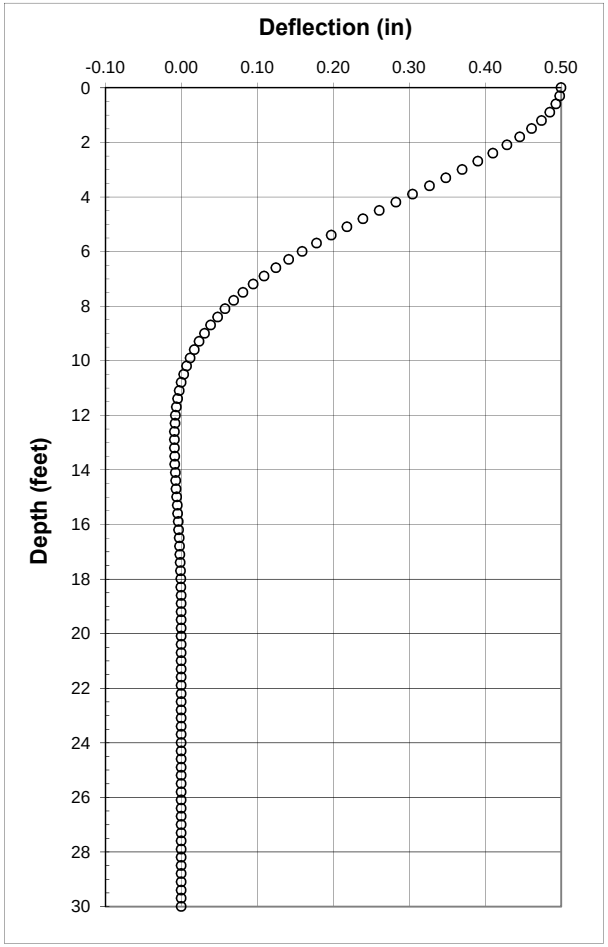


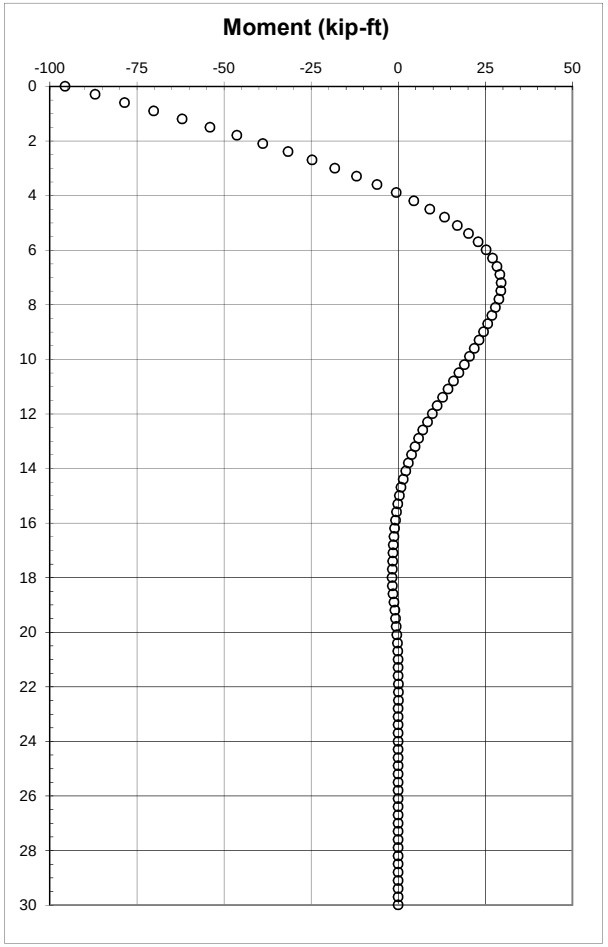


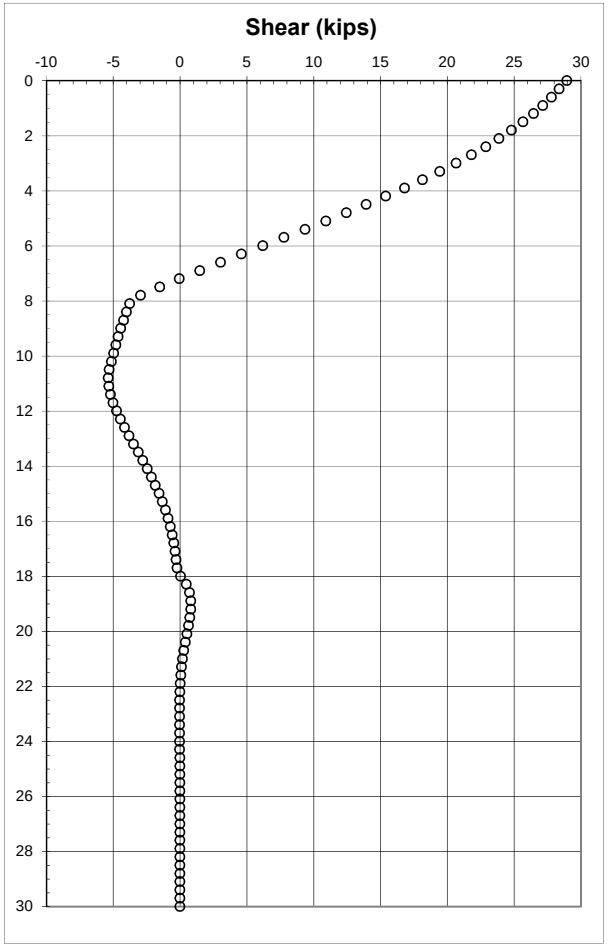
FREE HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 11.9 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

GEOTECHNICAL PROFESSIONALS, INC.

FIGURE 5A



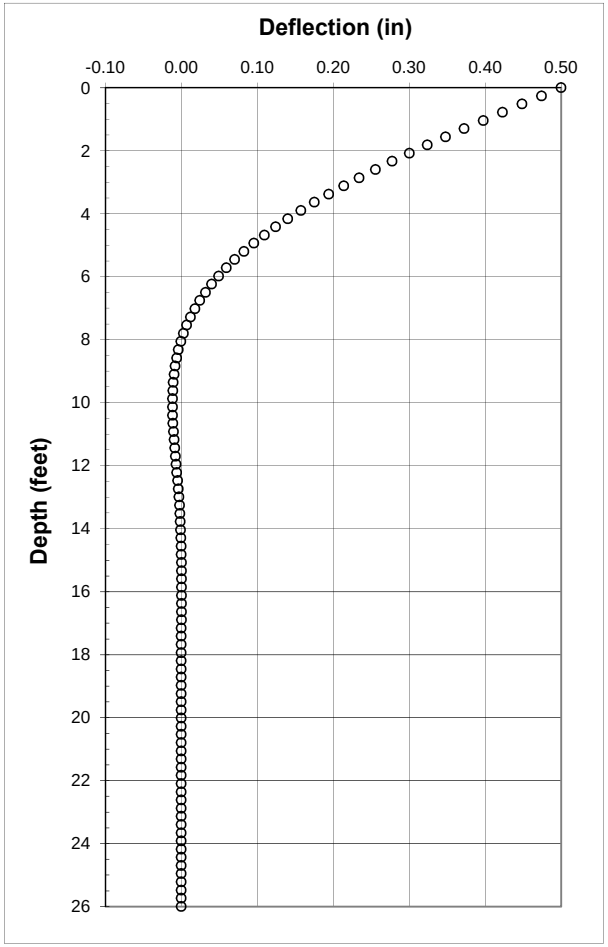


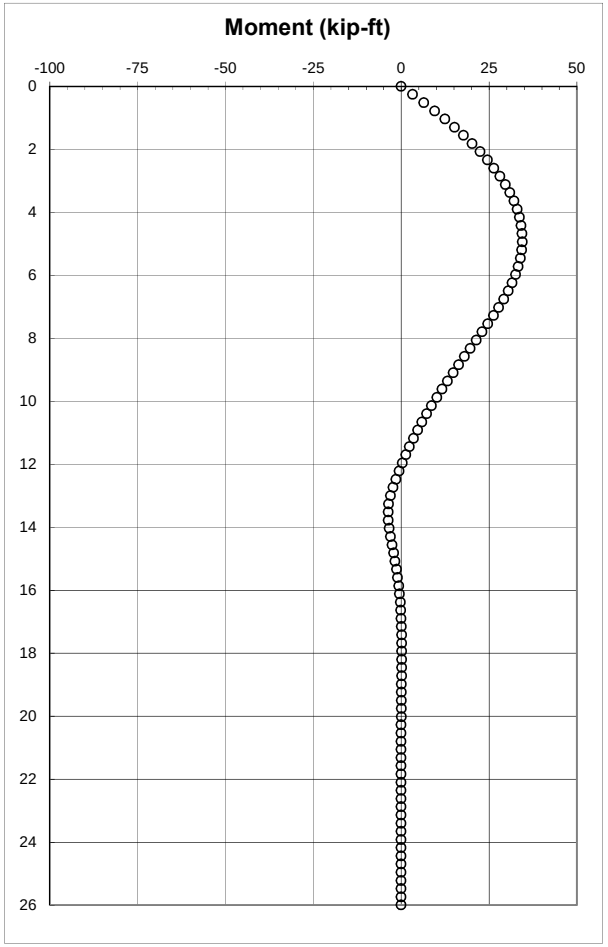


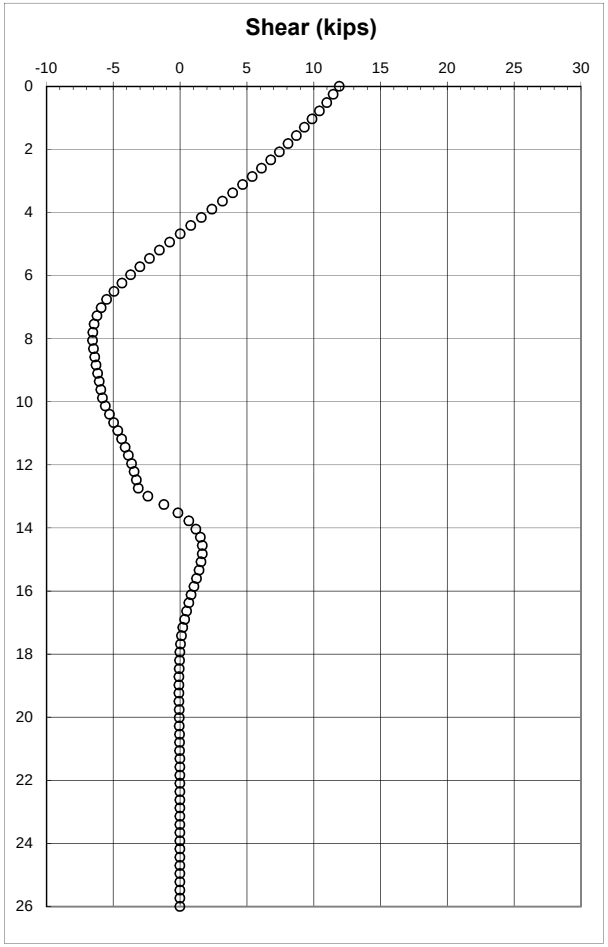
FIXED HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 29.0 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

GEOTECHNICAL PROFESSIONALS, INC.

FIGURE 5B



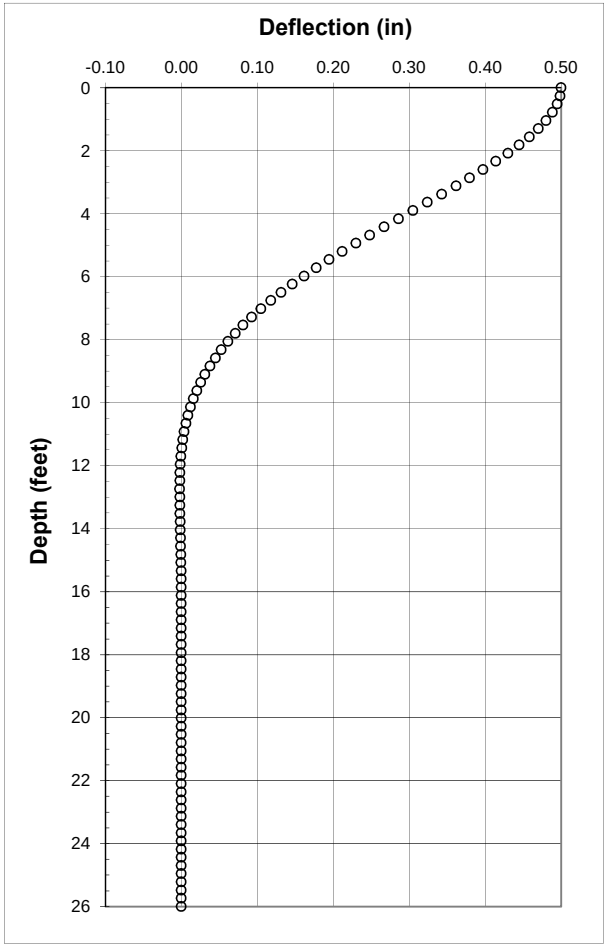


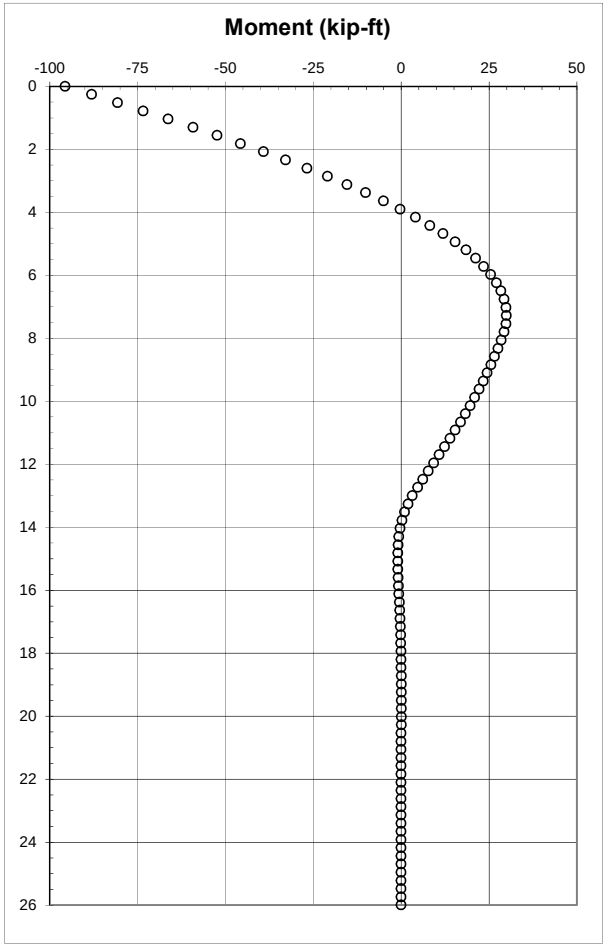


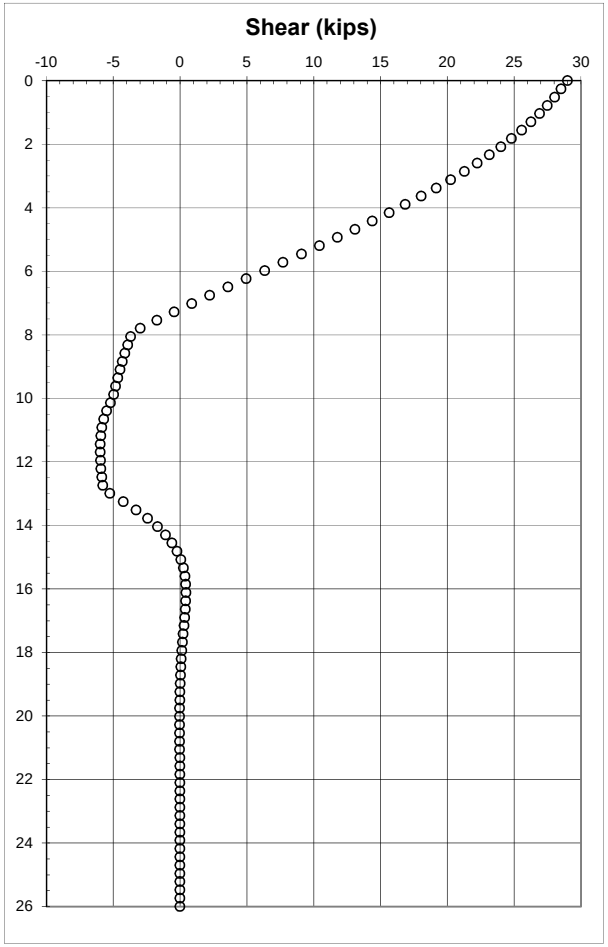
FREE HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 11.9 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

GEOTECHNICAL PROFESSIONALS, INC.

FIGURE 6A



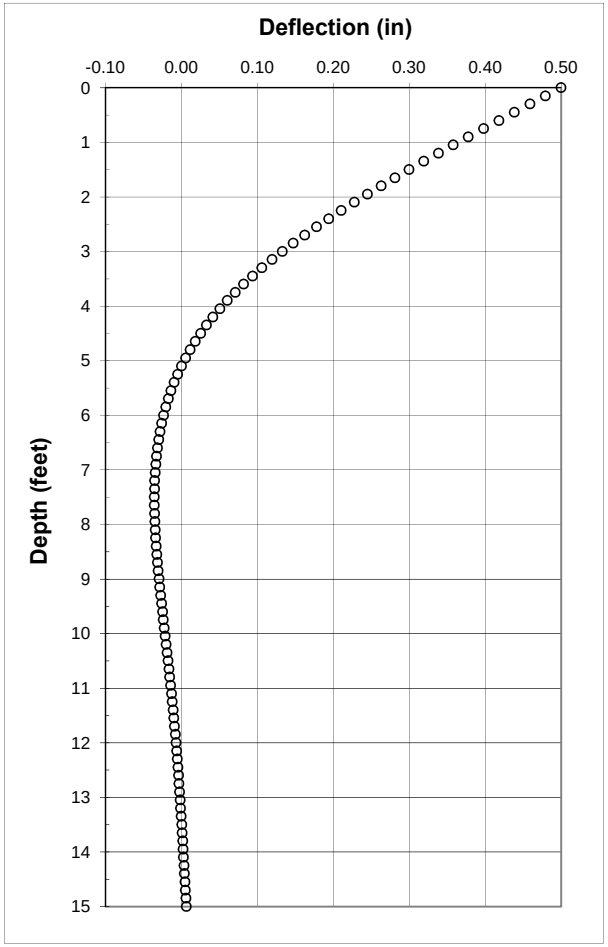


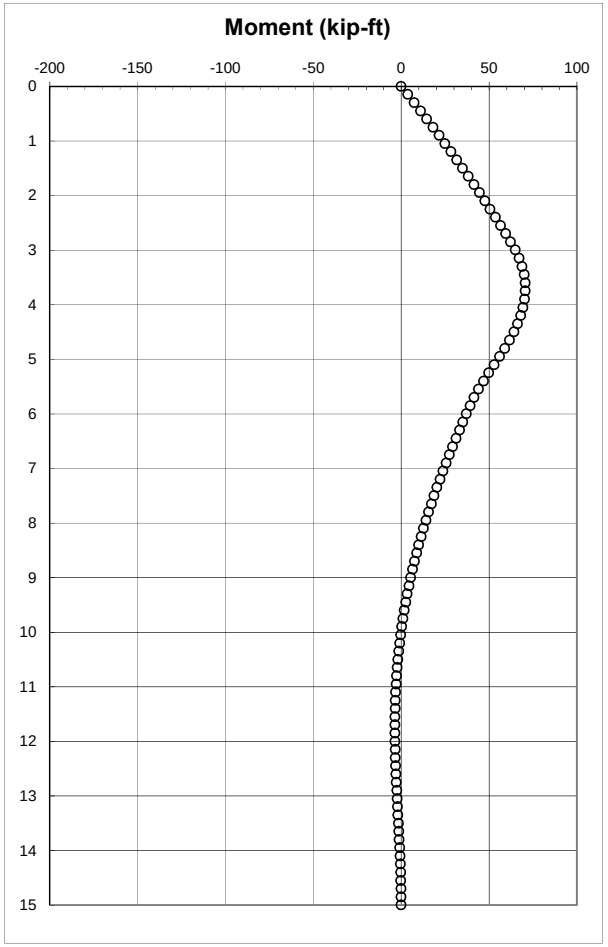


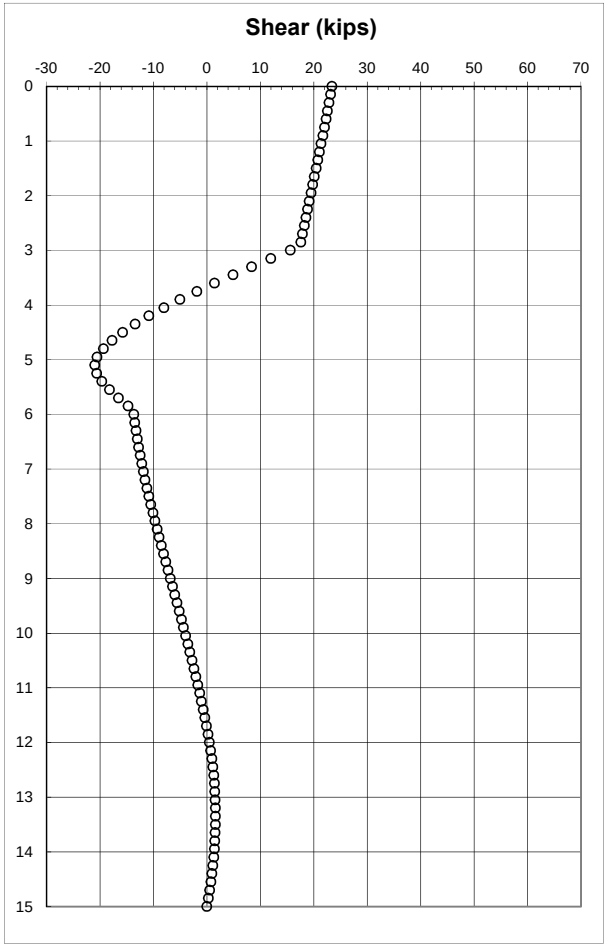
FIXED HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 29.0 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

GEOTECHNICAL PROFESSIONALS, INC.

FIGURE 6B



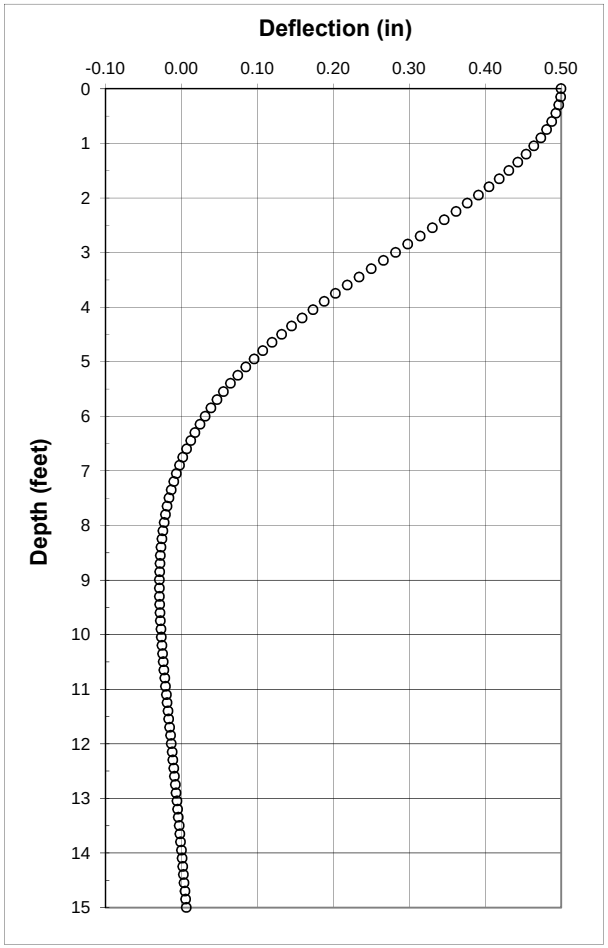


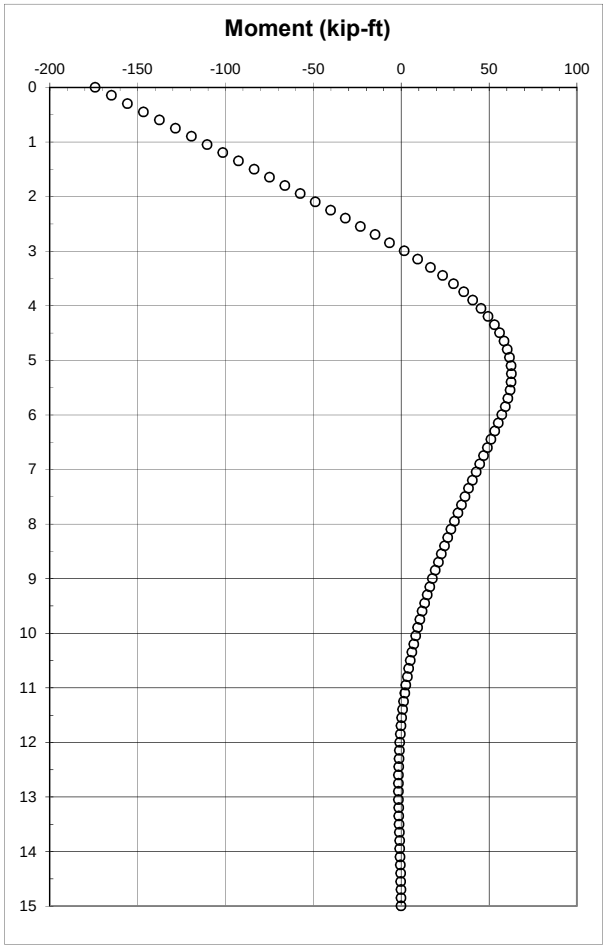


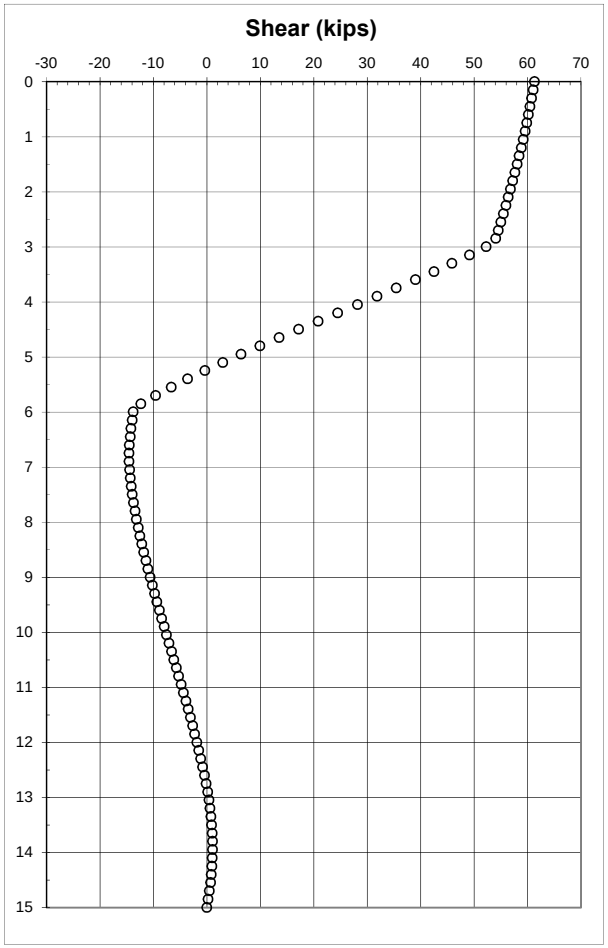
FREE HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 23.4 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

GEOTECHNICAL PROFESSIONALS, INC.

FIGURE 7A







FIXED HEAD LATERAL PILE ANALYSIS
12" DRIVEN CONCRETE PILE - 1/2 INCH DEFLECTION; 61.3 KIPS
STAY OPEN, LOS ANGELES, CALIFORNIA
GPI Project No.: 2956.I

GEOTECHNICAL PROFESSIONALS, INC.

FIGURE 7B

APPENDIX A

APPENDIX A

CONE PENETRATION TESTS

The subsurface conditions were investigated by performing four Cone Penetration Tests (CPT's) at the site. In general, the soundings were advanced to depths of 1.5 to 45 feet below existing grades. CPT's C-1, C-3, and C-4 refused in dense formational material at depths ranging from 1.5 to 45 feet. The locations of the CPT's are shown on the Site Plan, Figure 2.

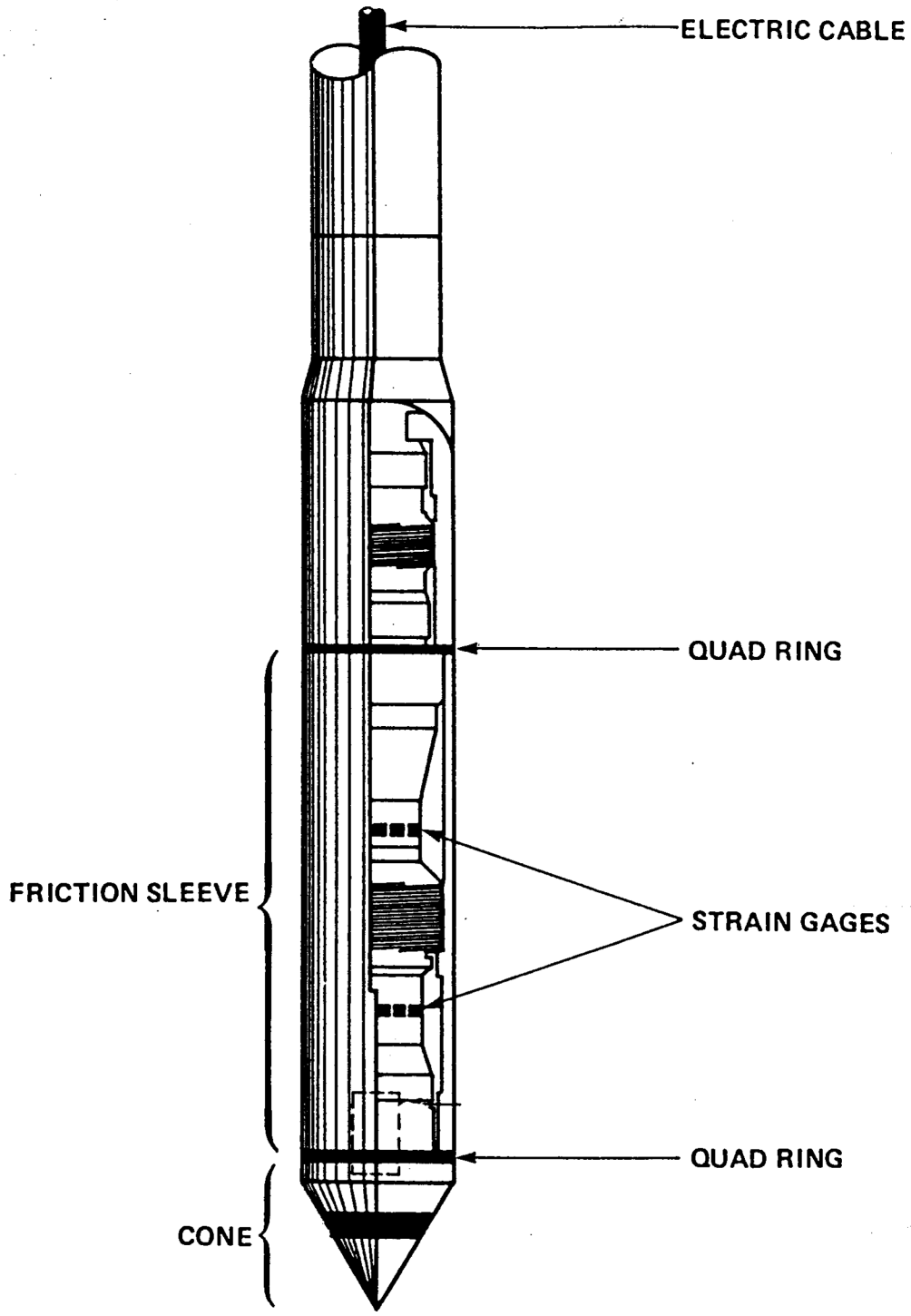
The Cone Penetration Test consists of pushing a cone-tipped probe into the soil deposit while simultaneously recording the cone tip resistance and side friction resistance of the soil to penetration (refer to Figure A-1). The CPT's described in this report were conducted in general accordance with ASTM specifications (ASTM D 5778) using an electric cone penetrometer.

The CPT equipment consists of a cone assembly mounted at the end of a series of hollow sounding rods. A set of hydraulic rams is used to push the cone and rods into the soil while a continuous record of cone and friction resistance versus depth is obtained in both analog and digital form at the ground surface. Limited access equipment was used and bolted to the concrete floor slabs to provide a reaction to the thrust of the hydraulic rams.

Data obtained during a CPT consists of continuous stratigraphic information with close vertical resolution. Stratigraphic interpretation is based on relationships between cone tip resistance and friction resistance. The calculated friction ratio (CPT friction sleeve resistance divided by cone tip resistance) is used as an indicator of soil type. Granular soils typically have low friction ratios and high cone resistance, while cohesive or organic soils have high friction ratios and low cone resistance. These stratigraphic material categories form the basis for all subsequent calculations, which utilize the CPT data.

Computer plots of the reduced CPT data acquired for this investigation are presented in Figures A-2 through A-5 of this appendix. The field testing and computer processing for the current investigation was performed by Kehoe Testing under subcontract to Geotechnical Professionals Inc. (GPI). The interpreted soil descriptions were prepared by GPI.

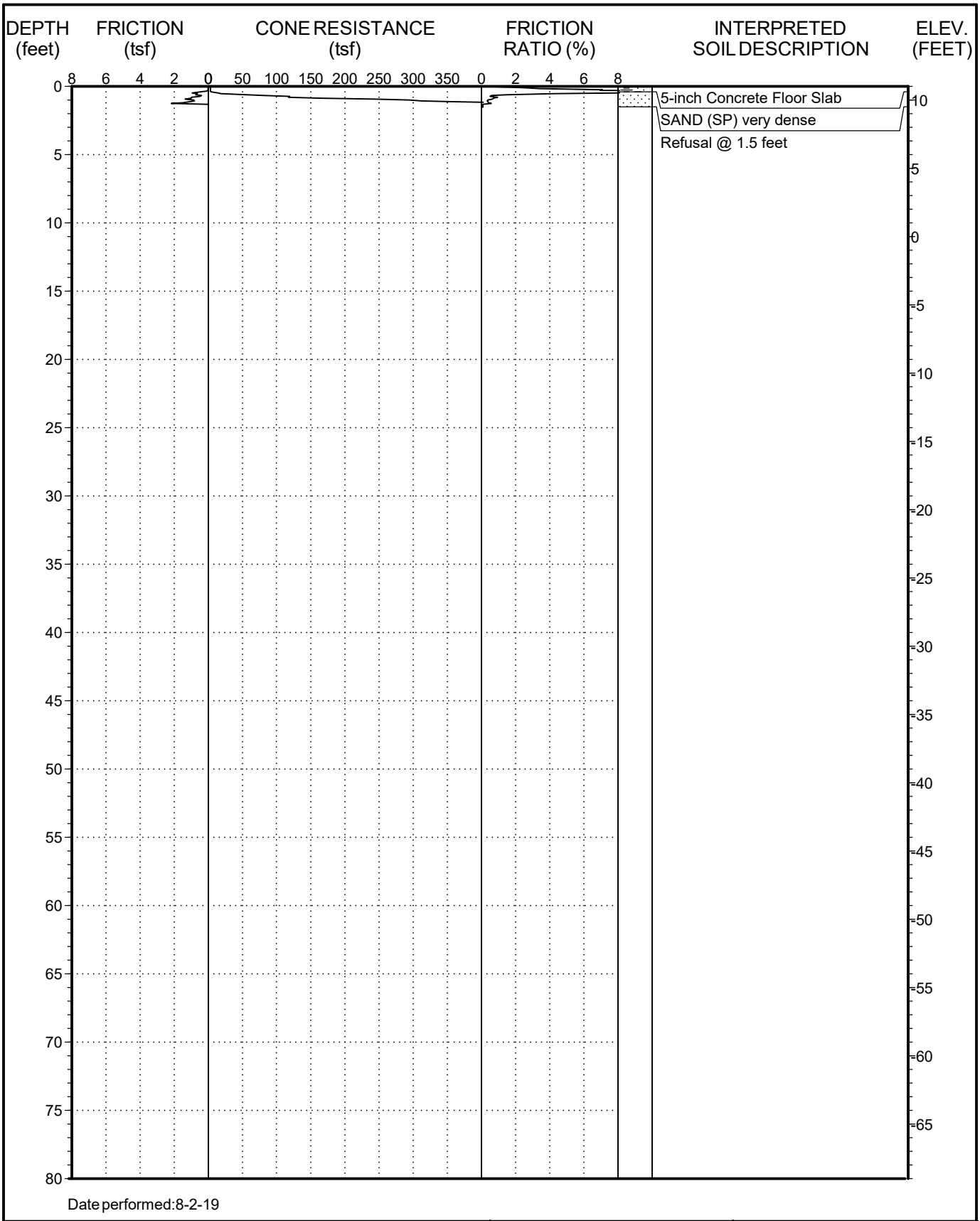
The CPT locations were laid out in the field by measuring from existing features within the building. Upon completion, the CPT holes were backfilled with a mixture of bentonite and grout in accordance with the County of San Diego permit requirements. The ground surface elevations at the CPT locations were estimated from as-built elevations for the floor slab of the building.



GEOTECHNICAL PROFESSIONALS, INC.

CONE PENETROMETER

FIGURE A-1



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

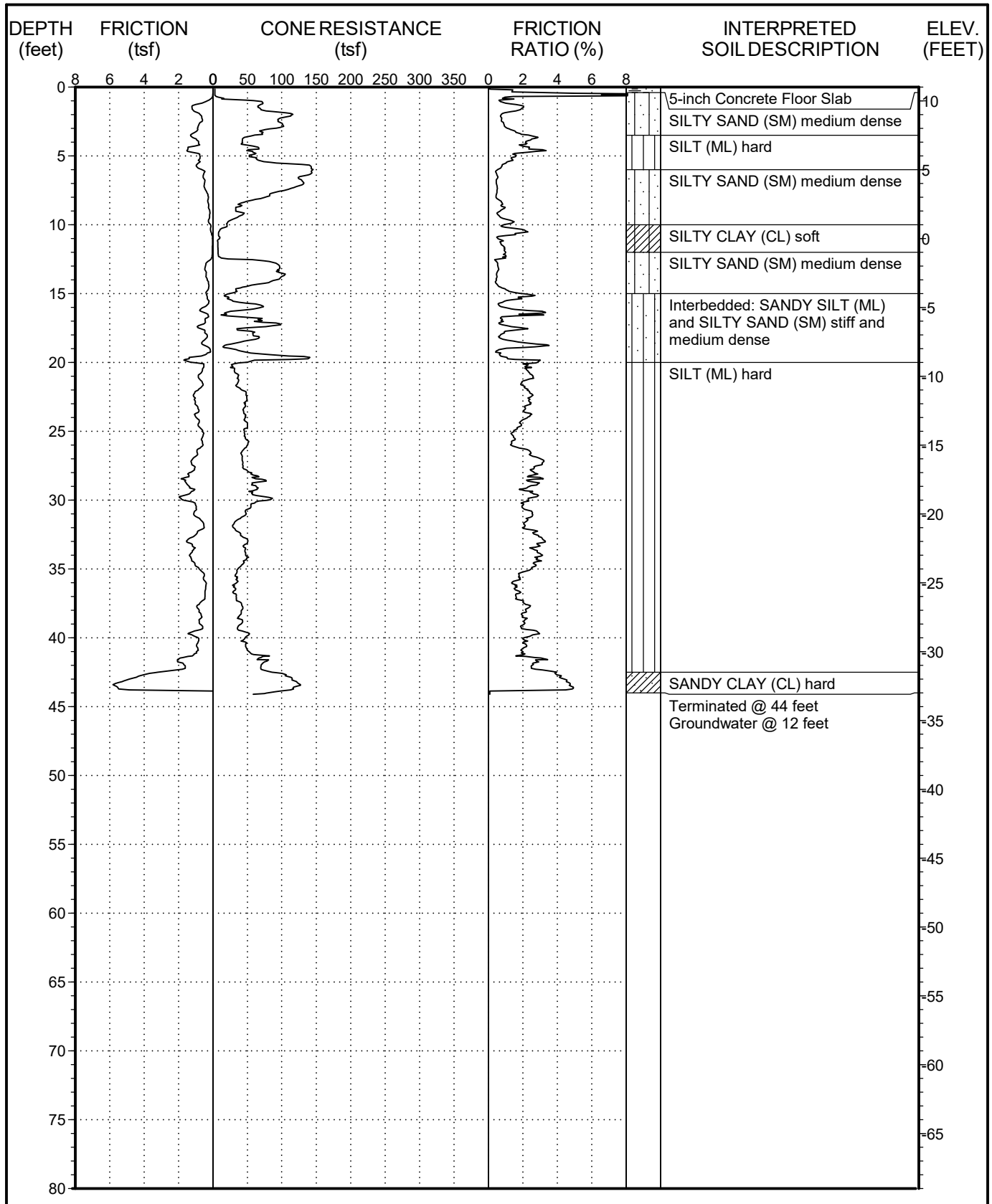
GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF CPT NO. C-1

FIGURE A-2



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

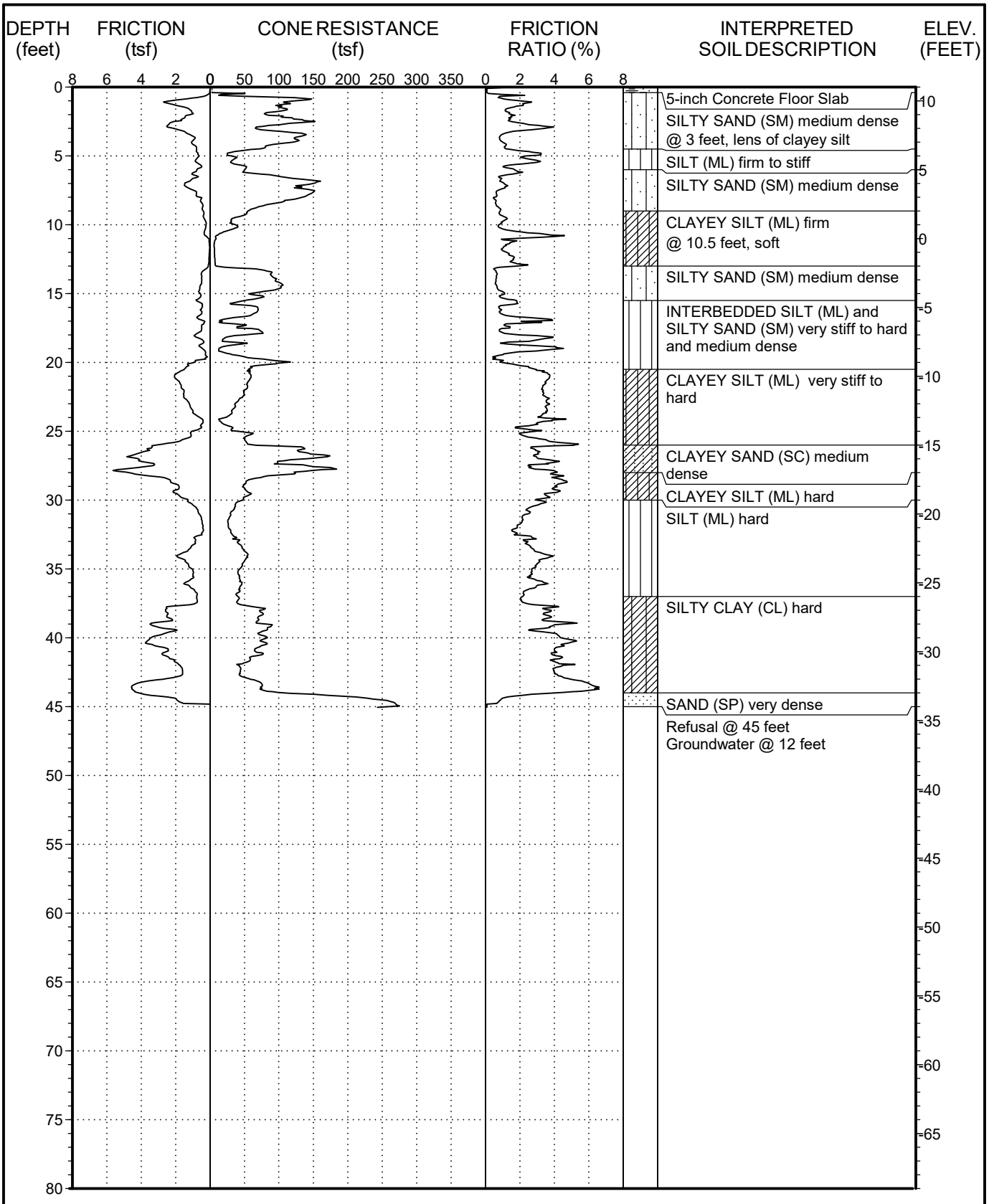
GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF CPT NO. C-2

FIGURE A-3



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

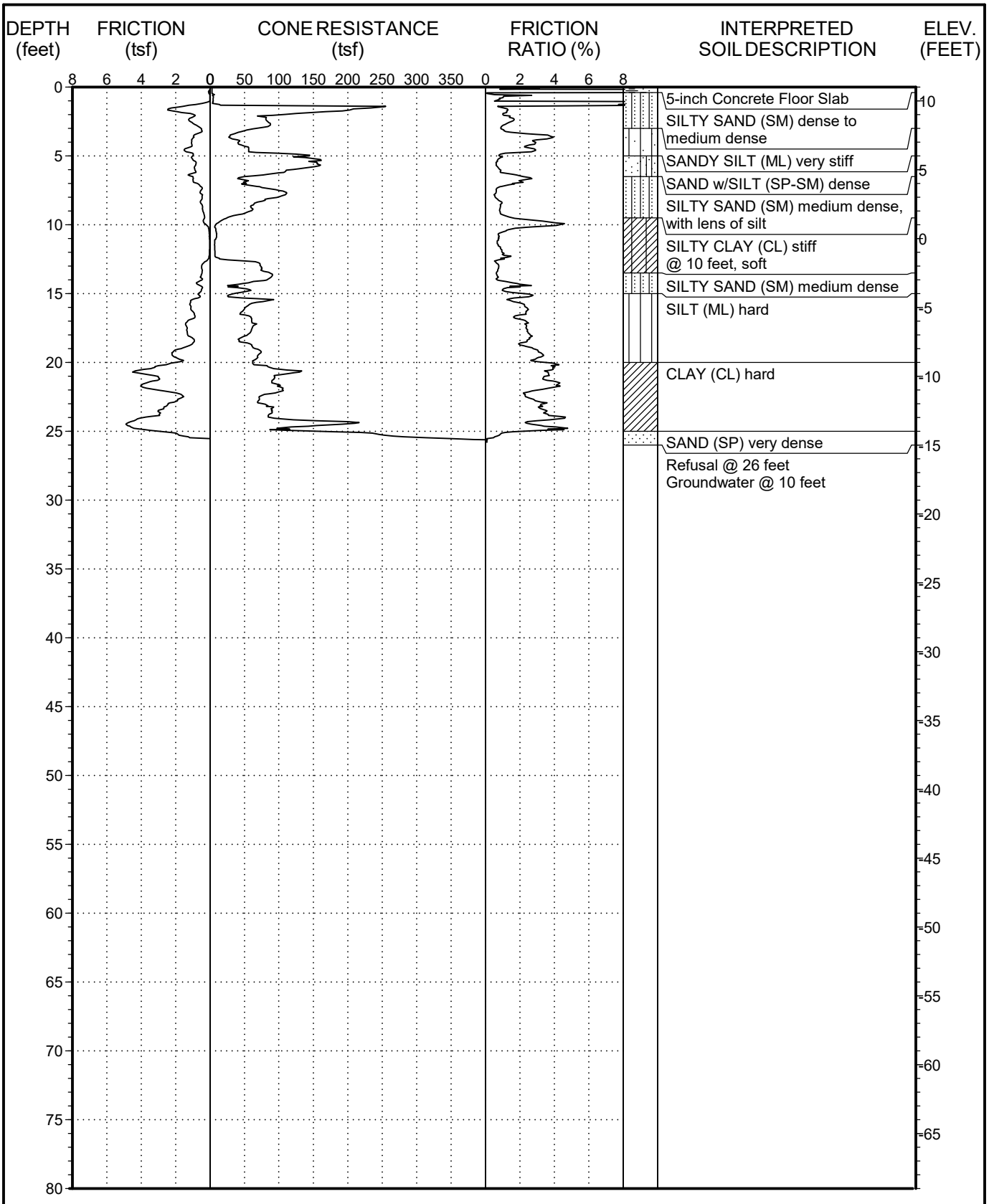
GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF CPT NO. C-3

FIGURE A-4



Date performed:8-2-19

This summary applies only at the location of this cone penetration test and at the time of the exploration. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The interpreted soil description is derived from the friction ratio and cone resistance and is a simplification of actual conditions encountered.

GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF CPT NO. C-4

FIGURE A-5

APPENDIX B

APPENDIX B

EXPLORATORY BORINGS

The subsurface conditions at the site were investigated by drilling and sampling two exploratory borings. The borings were advanced to depths of 15 to 56.5 feet below the existing ground surface. The exploration location is shown on the Site Plan, Figure 2.

The boring was drilled using truck-mounted hollow-stem auger equipment. Relatively undisturbed samples were obtained using a brass-ring lined sampler (ASTM D 3550). The brass-rings have an inside diameter of 2.42 inches. The ring samples were driven into the soil by a 140-pound hammer dropping 30 inches. The number of blows needed to drive the sampler into the soil was recorded as the penetration resistance.

At selected locations, disturbed samples were obtained using a split-spoon sampler by means of the Standard Penetration Test (SPT, ASTM D 6066). The spoon sampler was driven into the soil by a 140-pound hammer dropping 30 inches, employing the “free-fall” hammer described above. After an initial seating drive of 6 inches, the number of blows needed to drive the sampler into the soil a depth of 12 inches was recorded as the penetration resistance. These values are the raw uncorrected blowcounts.

The field exploration for the investigation was performed under the continuous technical supervision of GPI's representative, who visually inspected the site, maintained detailed logs of the borings, classified the soils encountered, and obtained relatively undisturbed samples for examination and laboratory testing. The soils encountered in the boring were classified in the field and through further examination in the laboratory in accordance with the Unified Soils Classification System. Detailed logs of the borings are presented in Figures B-1 and B-2 in this appendix.

The boring locations were laid out in the field by measuring from existing features at the site. Upon completion, the boring was backfilled with a mixture of bentonite and grout in accordance with the County of San Diego permit requirements. The ground surface elevation at the boring location was estimated from surveys performed as part of the building remodel at the site and should be considered approximate.

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
					This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	
			B	0	3.5-Inch Paver Fill: **SILTY SAND (SM)** brown, moist 2.5-Inch AC	10
				5	**SILTY SAND (SM)** brown, moist, medium dense, trace clay	5
8.2	89	17	D			
		5	D	10	Paralic Estuarine Deposits: **CLAY (CH)** grey, wet, soft	0
70.4	58	6	D			
27.0	89	21	D		**SAND WITH SILT (SP-SM)** grey, wet, medium dense	
25.1	97	16	D			
27.1	89	11	D		@ 14 feet, loose	
		16	D	15		
24.8	95	6	D		**SILTY SAND (SM)** grey, wet, loose, interbedded lenses of clay	-5
				20	Old Paralic Deposits: **SANDY CLAY (CL)** brown, moist, stiff	-10
		12	D			
				25		-15
13.7	118	33	D	30	**SANDY CLAYSTONE** mottled grey and reddish brown, moist, very stiff @ 32 to 34 feet, possilble cobble	-20
				35		-25

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED: 8-9-19

EQUIPMENT USED: 8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft): 11

GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF BORING NO. B-1

FIGURE B-1

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
					This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	
16.2	112	36	D	40		-30
15.7	116	50	D	45	@ 45 feet, hard	-35
24.0		44	S	50	**SANDSTONE** light brown, wet, dense, medium grained	-40
24.4		73	S	55	@ 55 feet, very dense	-45
					Total Depth 56.5 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED: 8-9-19

EQUIPMENT USED: 8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft): 11

GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF BORING NO. B-1

FIGURE B-1

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
					This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	
			B	0	5.5-Inch AC Fill: **SILTY SAND (SM)** brown, moist, trace cobble	10
15.4	114	46	D		Old Paralic Deposits: **CLAYSTONE** mottled grey and reddish brown, moist, hard	
7.8	112	71	D	5	**SANDSTONE** reddish brown, moist, dense	5
9.5		50/5"	D		@ 7 feet, trace gravel, little retrival @ 8 feet, possible cobbles	
23.6	95	51	D	10	@ 9 feet, yellow brown, wet, dense, fine to coarse, with fine rounded gravel	0
19.7	107	51	D			
		50/5"	D			
17.9	111	42	D	15		
					Total Depth 16 feet	-5

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED: 8-9-19

EQUIPMENT USED: 8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft): 9

GPI

PROJECT NO.: 2956.I

STAY OPEN SAN DIEGO

LOG OF BORING NO. B-2

FIGURE B-2

APPENDIX C

APPENDIX C

LABORATORY TESTS

INTRODUCTION

Representative undisturbed soil samples, and bulk samples were carefully packaged in the field and sealed to prevent moisture loss. The samples were then transported to our Cypress office for examination and testing assignments. Laboratory tests were performed on selected representative samples as an aid in classifying the soils and to evaluate the physical properties of the soils affecting foundation design and construction procedures. Detailed descriptions of the laboratory tests are presented below under the appropriate test headings. Test results are presented in the figures that follow.

MOISTURE CONTENT AND DRY DENSITY

Moisture content and dry density were determined from a number of the ring samples from the borings. The samples were first trimmed to obtain volume and wet weight and then were dried in accordance with ASTM D 2216. After drying, the weight of each sample was measured, and moisture content and dry density were calculated. Moisture content and dry density values are presented on the boring logs in Appendix B.

ATTERBERG LIMITS

Liquid and plastic limits were determined for selected samples in accordance with ASTM D4318. Results of the Atterberg Limits test are summarized on Figure C-1.

PERCENT PASSING NO. 200 SIEVE

Soil samples were dried, weighed, soaked in water until individual soil particles were separated, and then washed on the No. 200 sieve. That portion of the material retained on the No. 200 sieve was oven-dried and weighed to determine the percentage of the material passing the No. 200 sieve. A summary of the percentages passing the No. 200 sieve is presented below.

BORING NO.	DEPTH (ft)	SOIL DESCRIPTION	PERCENT PASSING No. 200 SIEVE
B-1	13	Sand w/ Silt (SP-SM)	10
B-1	16	Silty Sand (SM)	20

DIRECT SHEAR

Direct shear tests were performed on undisturbed samples in accordance with ASTM D 3080. The sample was placed in the shear machine, and pre-selected normal loads were applied. The samples were inundated, allowed to consolidate, and then were sheared to failure at a strain rate of 0.002 inches per minute. The tests were repeated on additional

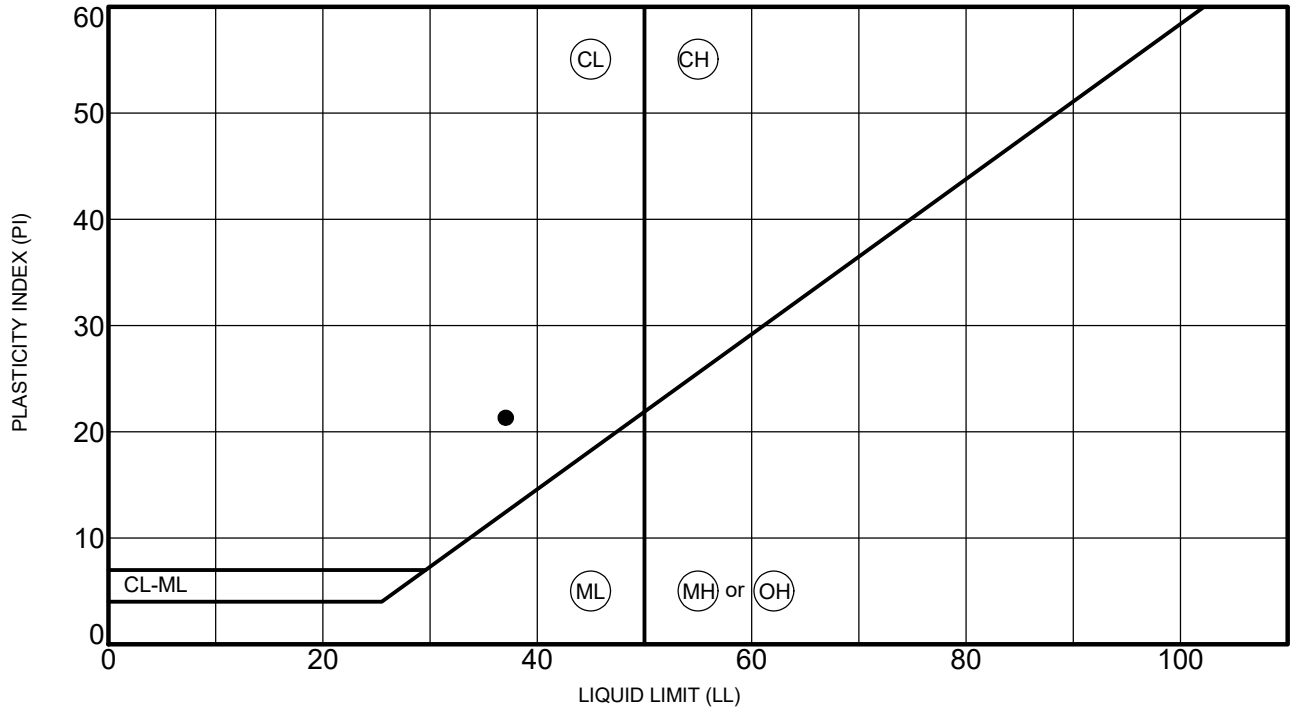
test specimens under increased normal loads. Shear stress and sample deformation were monitored throughout the test. The results of the direct shear test are presented in Figures C-2 to C-3.

CONSOLIDATION

One-dimensional consolidation tests were performed on undisturbed samples in accordance with ASTM D 2435. After trimming the ends, the sample was placed in the consolidometer and loaded to up to 0.8 ksf. Thereafter, the sample was incrementally loaded to a maximum load of up to 25.6 ksf. The sample was inundated at 1.6 ksf. Sample deformation was measured to 0.0001 inch. Rebound behavior was investigated by unloading the sample back to 0.4 ksf. Timed-deformation readings were performed on a constant load increment over a period of 24 hours on two samples. Results of the consolidation tests, in the form of percent consolidation versus log pressure, are presented in Figures C-4 to C-5.

CORROSIVITY

Soil corrosivity testing was performed by HDR on a soil sample provided by GPI. The test results are summarized in Table 1 of this appendix.



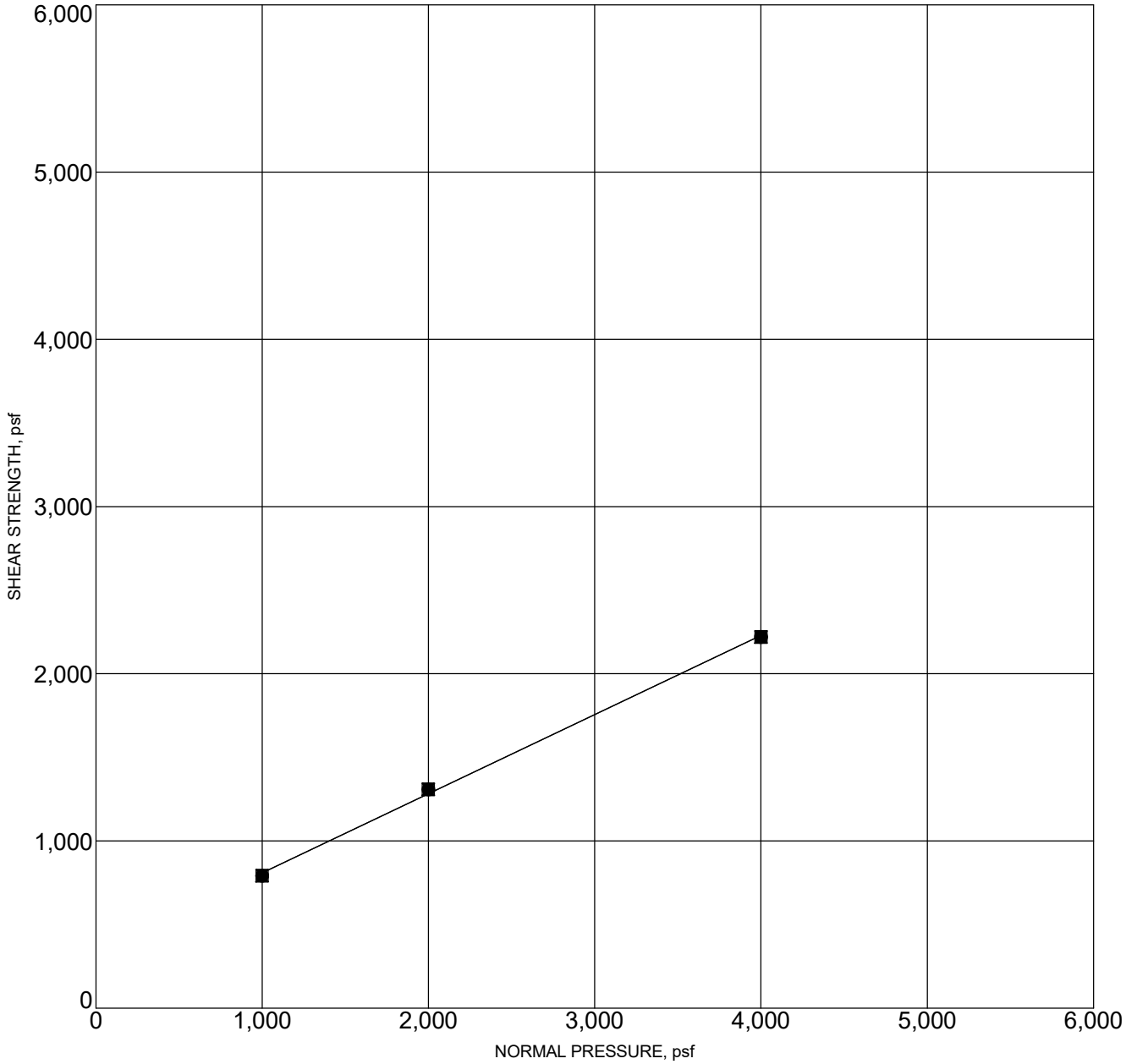
	SAMPLE LOCATION		LL	PL	PI	Fines, %	Classification
●	B-1	30.0	37	16	21		SANDY CLAY (CL)

PROJECT: STAY OPEN SAN DIEGO PROJECT NO. 2956.I

GPI

ATTERBERG LIMITS TEST RESULTS

FIGURE C-1



● **PEAK STRENGTH**
Friction Angle= 25 degrees
Cohesion= 336 psf

⧓ **ULTIMATE STRENGTH**
Friction Angle= 25 degrees
Cohesion= 336 psf

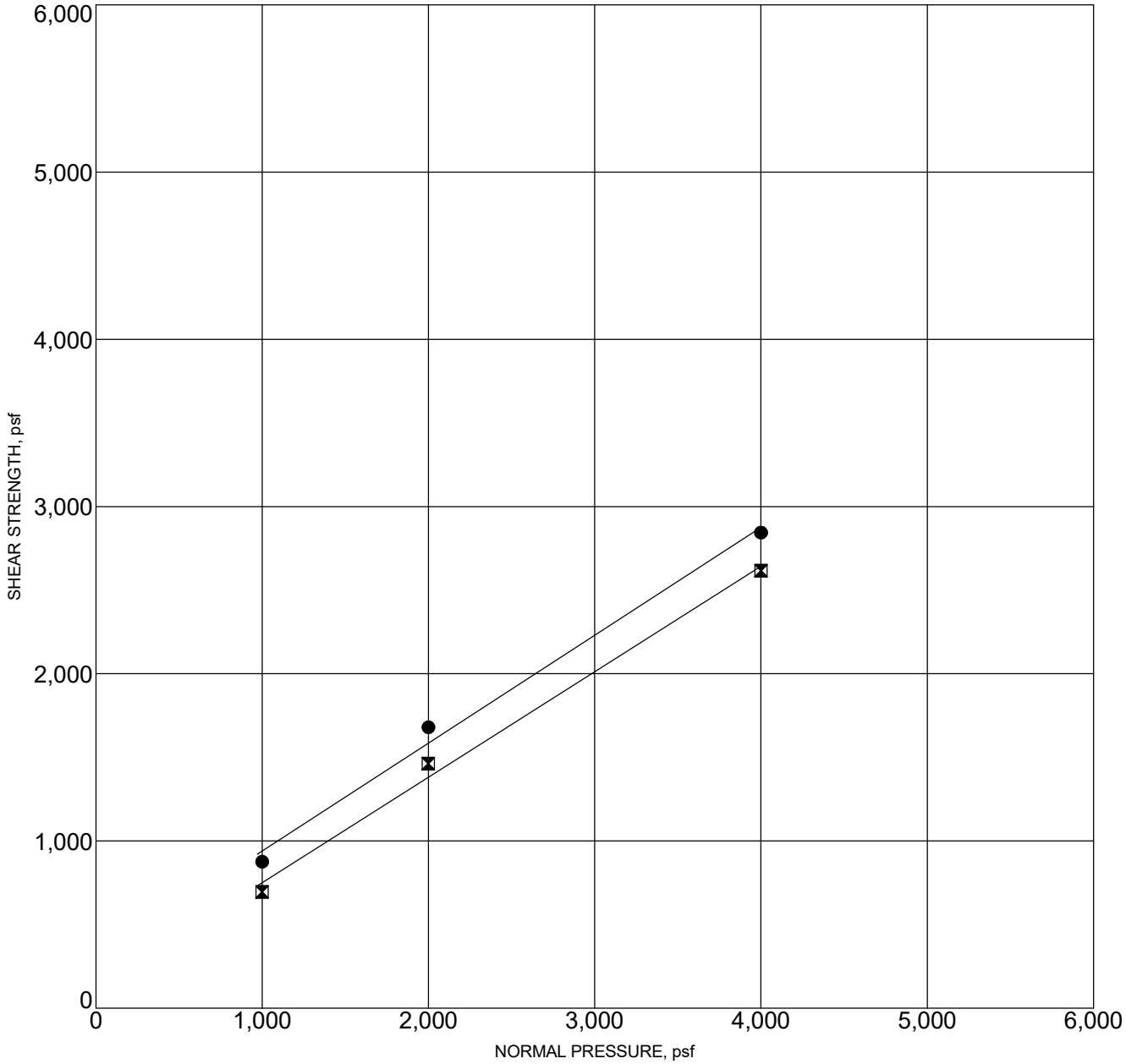
Sample Location		Classification	DD,pcf	MC,%
B-1	7.0	SILTY SAND (SM)	89	8.2

PROJECT: STAY OPEN SAN DIEGO PROJECT NO.: 2956.I

GPI

DIRECT SHEAR TEST RESULTS

FIGURE C-2



● **PEAK STRENGTH**
Friction Angle= 33 degrees
Cohesion= 294 psf

⧓ **ULTIMATE STRENGTH**
Friction Angle= 32 degrees
Cohesion= 119 psf

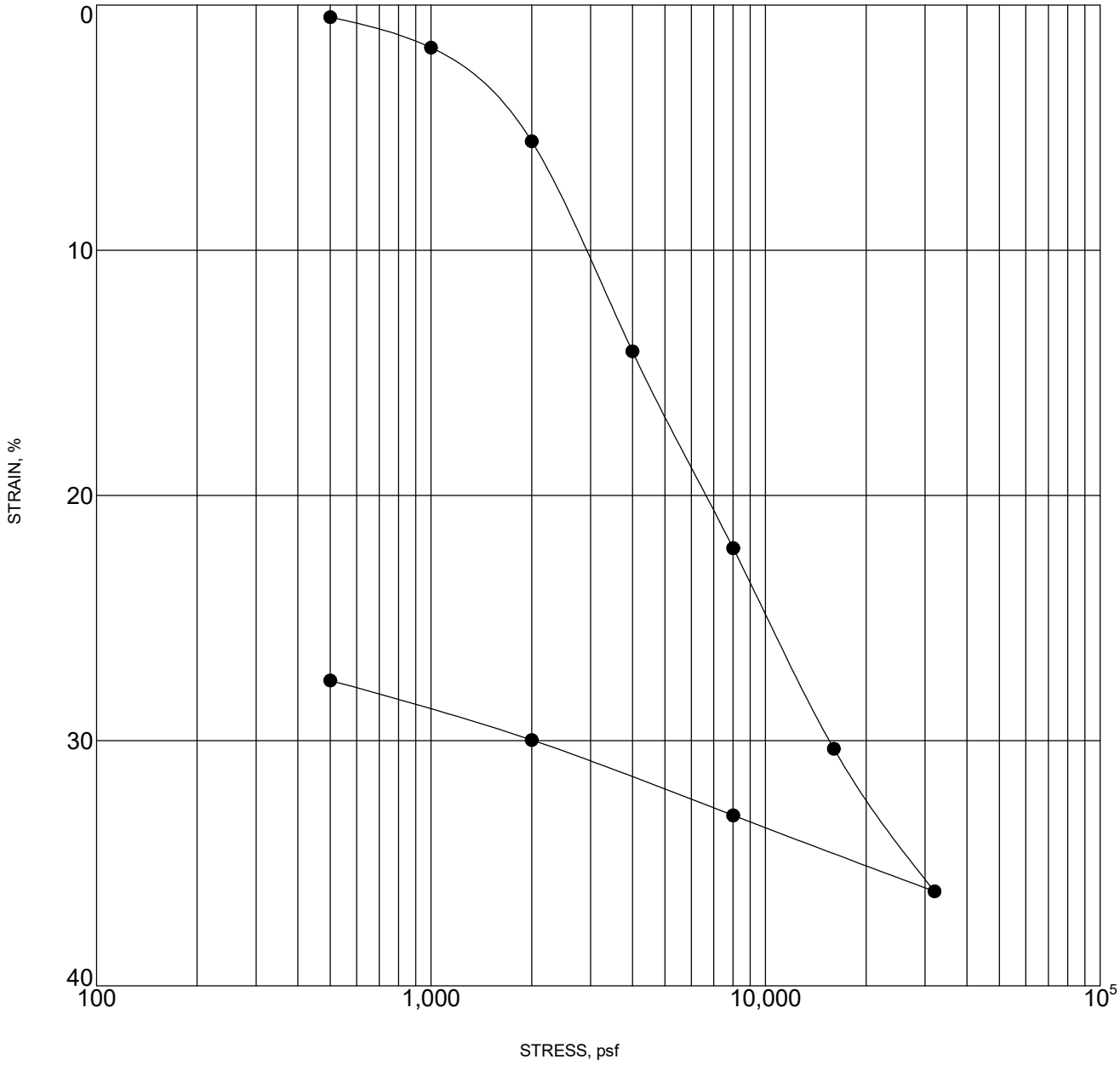
Sample Location		Classification	DD,pcf	MC,%
B-1	13.0	SAND WITH SILT (SP-SM)	97	25.1

PROJECT: STAY OPEN SAN DIEGO PROJECT NO.: 2956.I

GPI

DIRECT SHEAR TEST RESULTS

FIGURE C-3



Sample inundated at 4000 psf

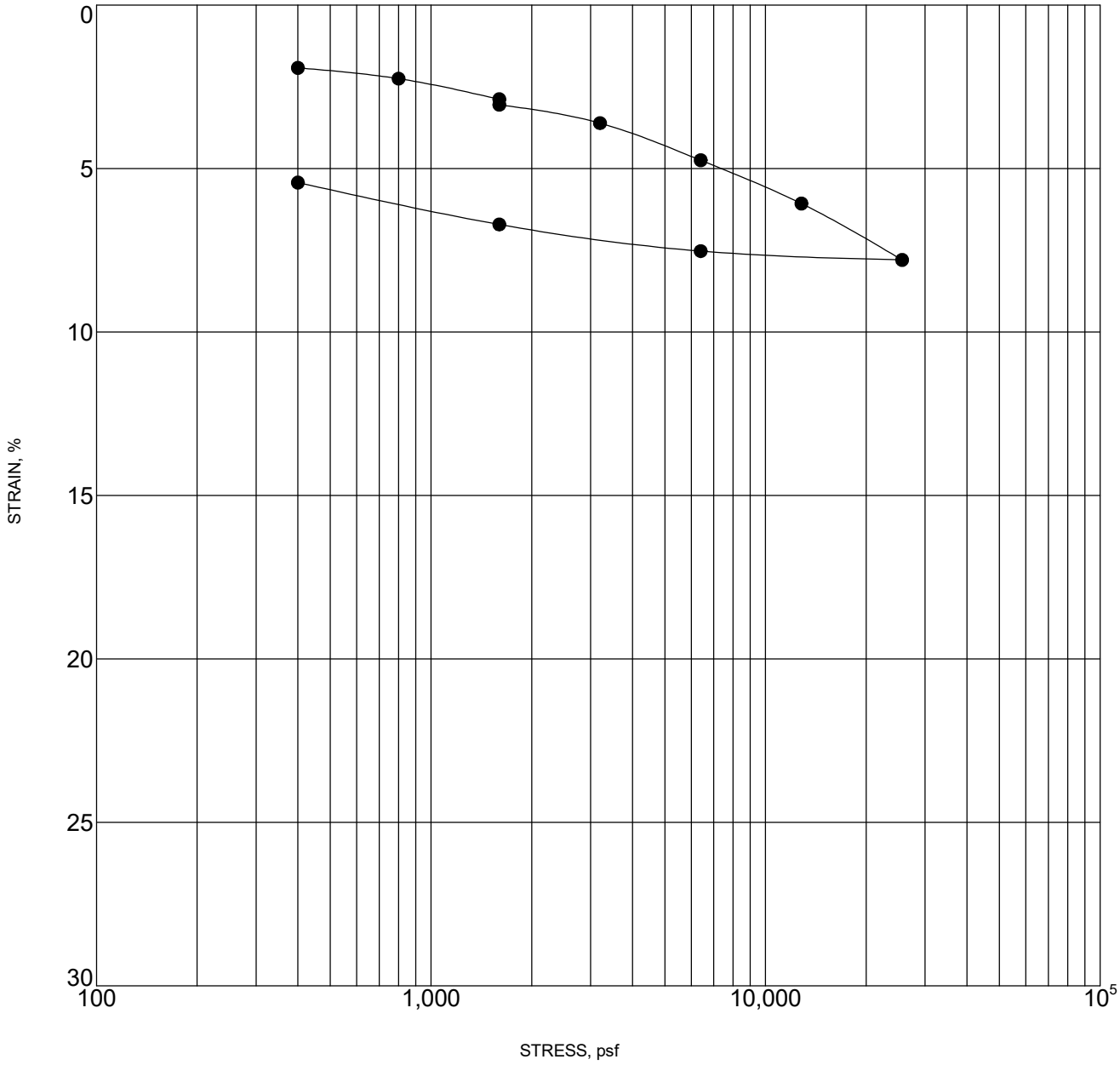
	Sample Location		Classification	DD,pcf	MC,%
●	B-1	11.0	CLAY (CH)	58	70.4

PROJECT: STAY OPEN SAN DIEGO PROJECT NO.: 2956.I

GPI

CONSOLIDATION TEST RESULTS

FIGURE C-4



Sample inundated at 1600 psf

	Sample Location		Classification	DD,pcf	MC,%
●	B-1	23.0	SANDY CLAY (CL)		

PROJECT: STAY OPEN SAN DIEGO PROJECT NO.: 2956.I

GPI

CONSOLIDATION TEST RESULTS

FIGURE C-4

Table 1 - Laboratory Tests on Soil Samples

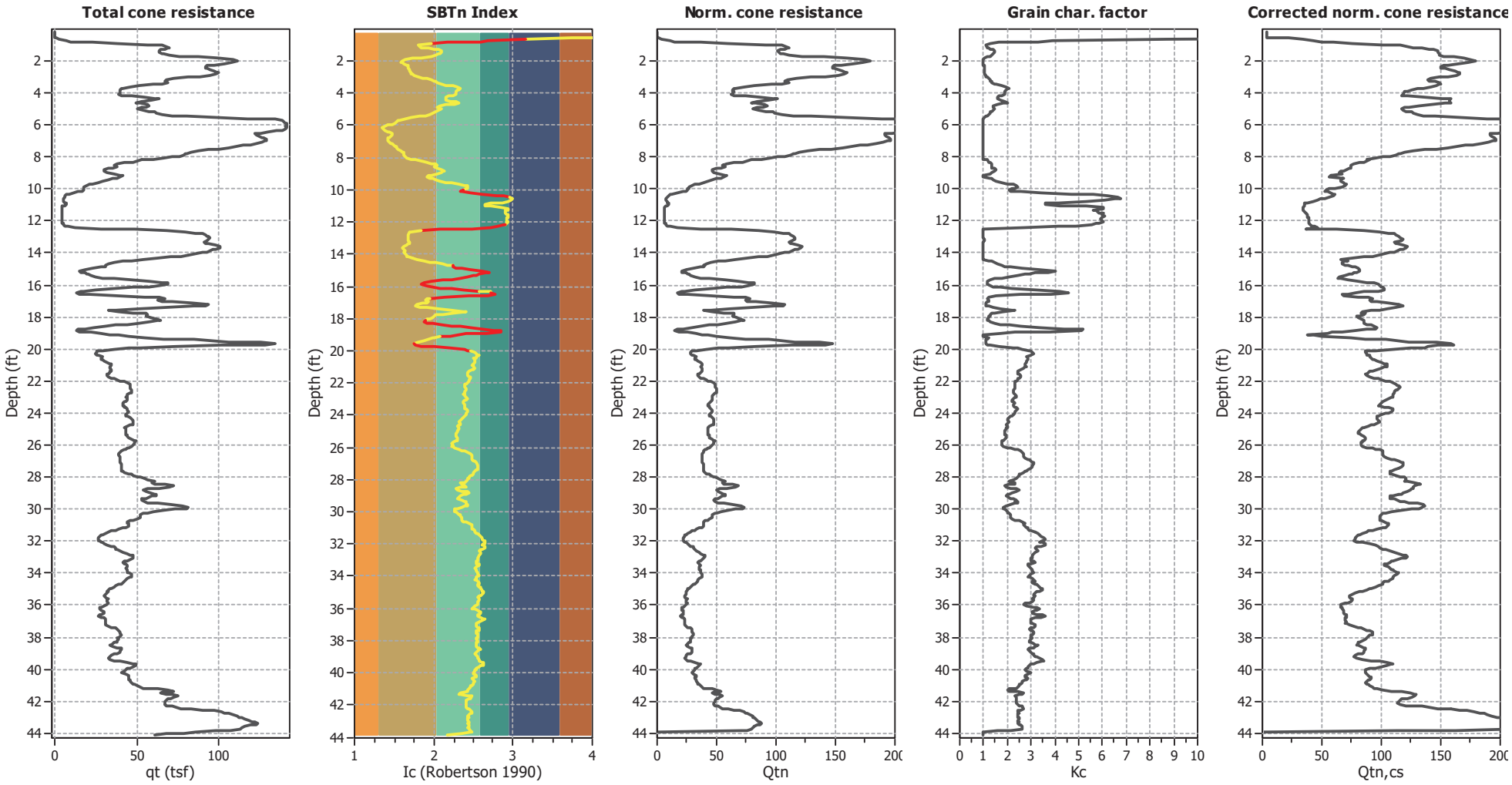
Geotechnical Professionals, Inc.
Stay Open
Your #2956.I , HDR Lab #19-0546LAB
23-Aug-19

Sample ID			B-1 @ 0-4'
Resistivity		**Units**	
as-received		ohm-cm	14,400
saturated		ohm-cm	3,640
pH			8.2
Electrical Conductivity		mS/cm	0.12
Chemical Analyses			
Cations			
calcium	Ca^{2+}	mg/kg	30
magnesium	Mg^{2+}	mg/kg	11
sodium	Na^{1+}	mg/kg	123
potassium	K^{1+}	mg/kg	14
Anions			
carbonate	CO_3^{2-}	mg/kg	78
bicarbonate	HCO_3^{1-}	mg/kg	92
fluoride	F^{1-}	mg/kg	5.6
chloride	Cl^{1-}	mg/kg	4.0
sulfate	SO_4^{2-}	mg/kg	65
phosphate	PO_4^{3-}	mg/kg	ND
Other Tests			
ammonium	NH_4^{1+}	mg/kg	ND
nitrate	NO_3^{1-}	mg/kg	4.4
sulfide	S^{2-}	qual	na
Redox		mV	na

Resistivity per ASTM G187, Cations per ASTM D6919, Anions per ASTM D4327, and Alkalinity per APHA 2320-B.
Electrical conductivity in millisiemens/cm and chemical analyses were made on a 1:5 soil-to-water extract.
mg/kg = milligrams per kilogram (parts per million) of dry soil.
Redox = oxidation-reduction potential in millivolts
ND = not detected
na = not analyzed

APPENDIX D

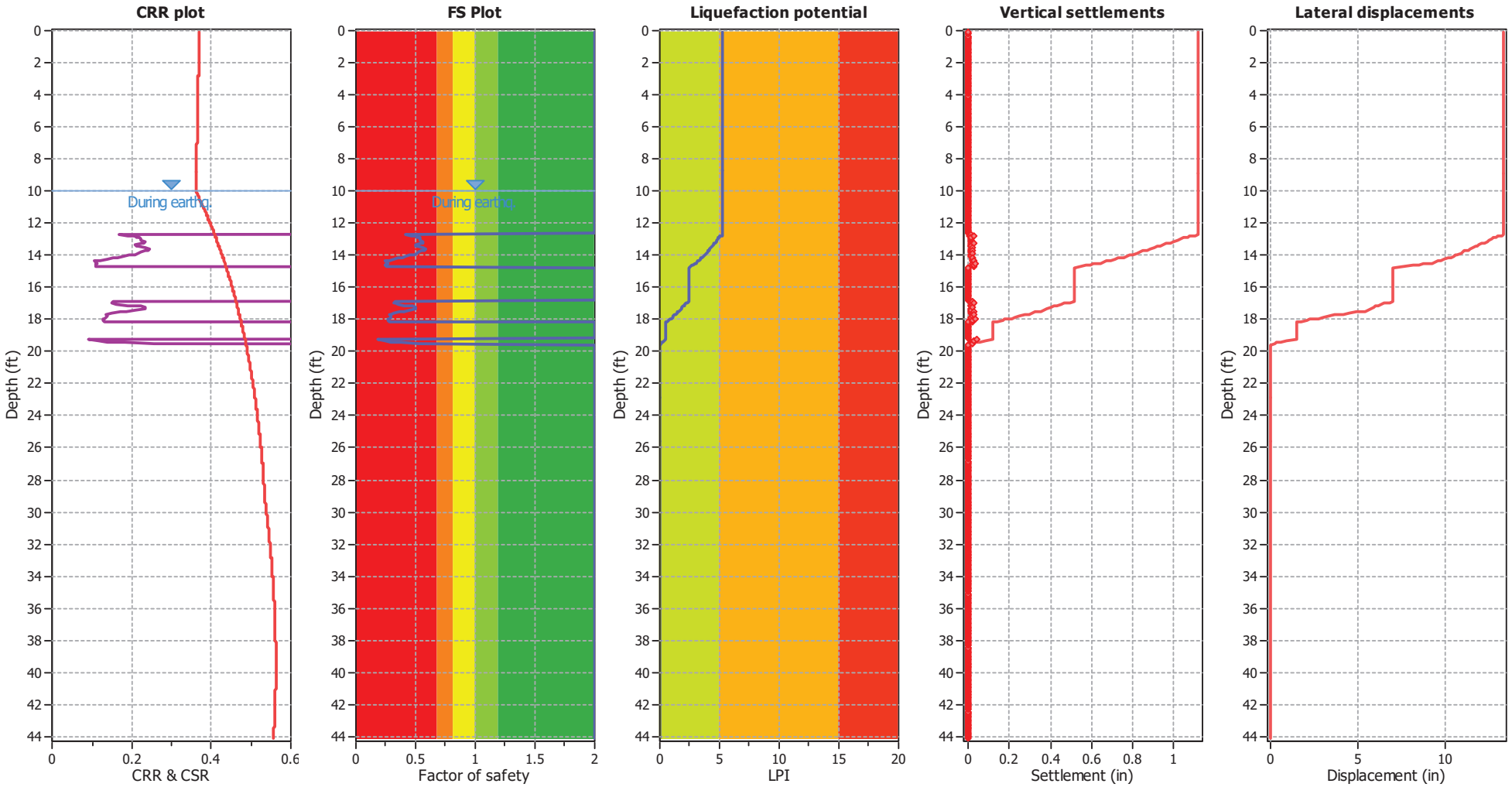
Liquefaction analysis overall plots (intermediate results)



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	20.00 ft

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	20.00 ft

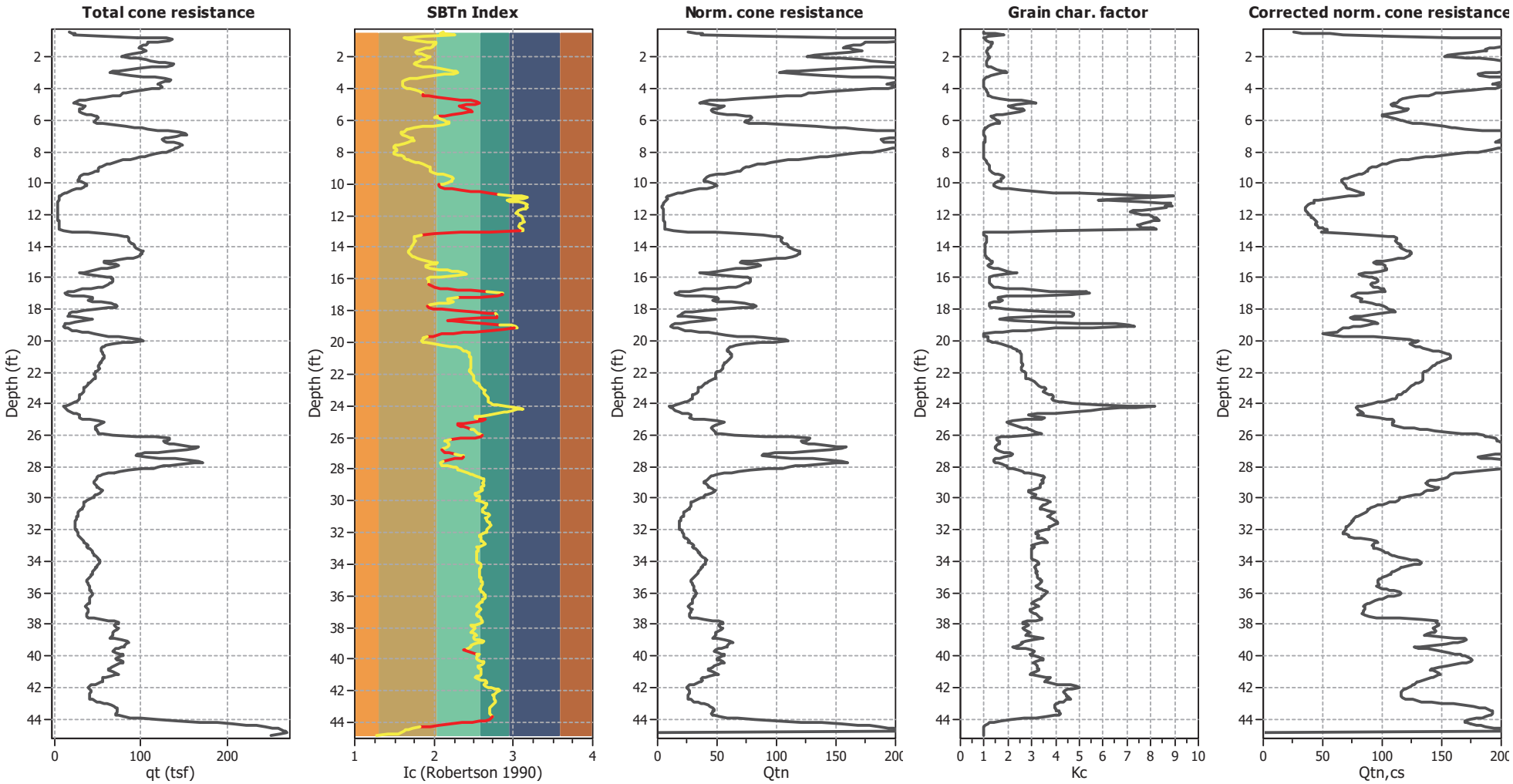
F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

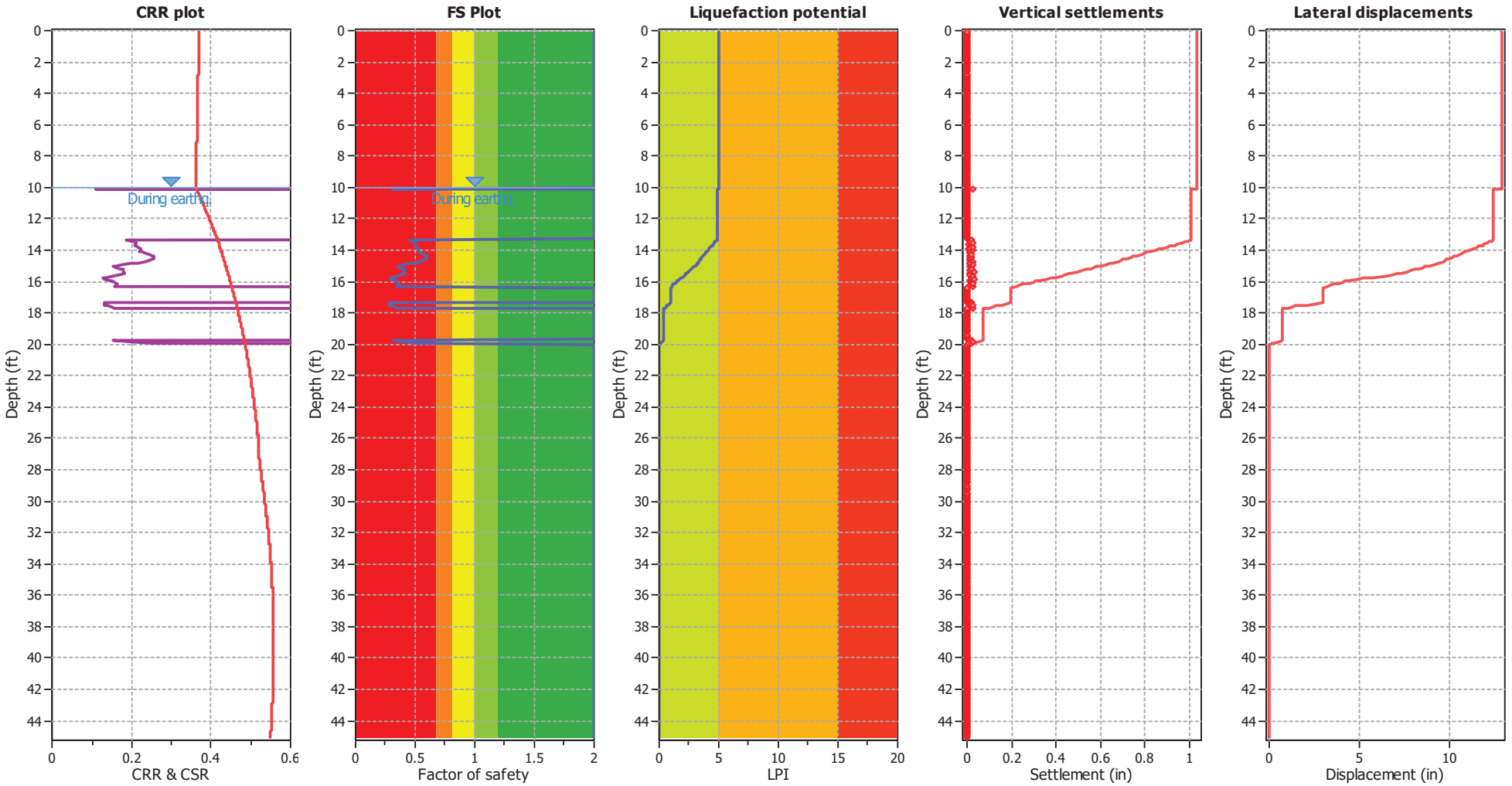
Liquefaction analysis overall plots (intermediate results)



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_o applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	20.00 ft

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	20.00 ft

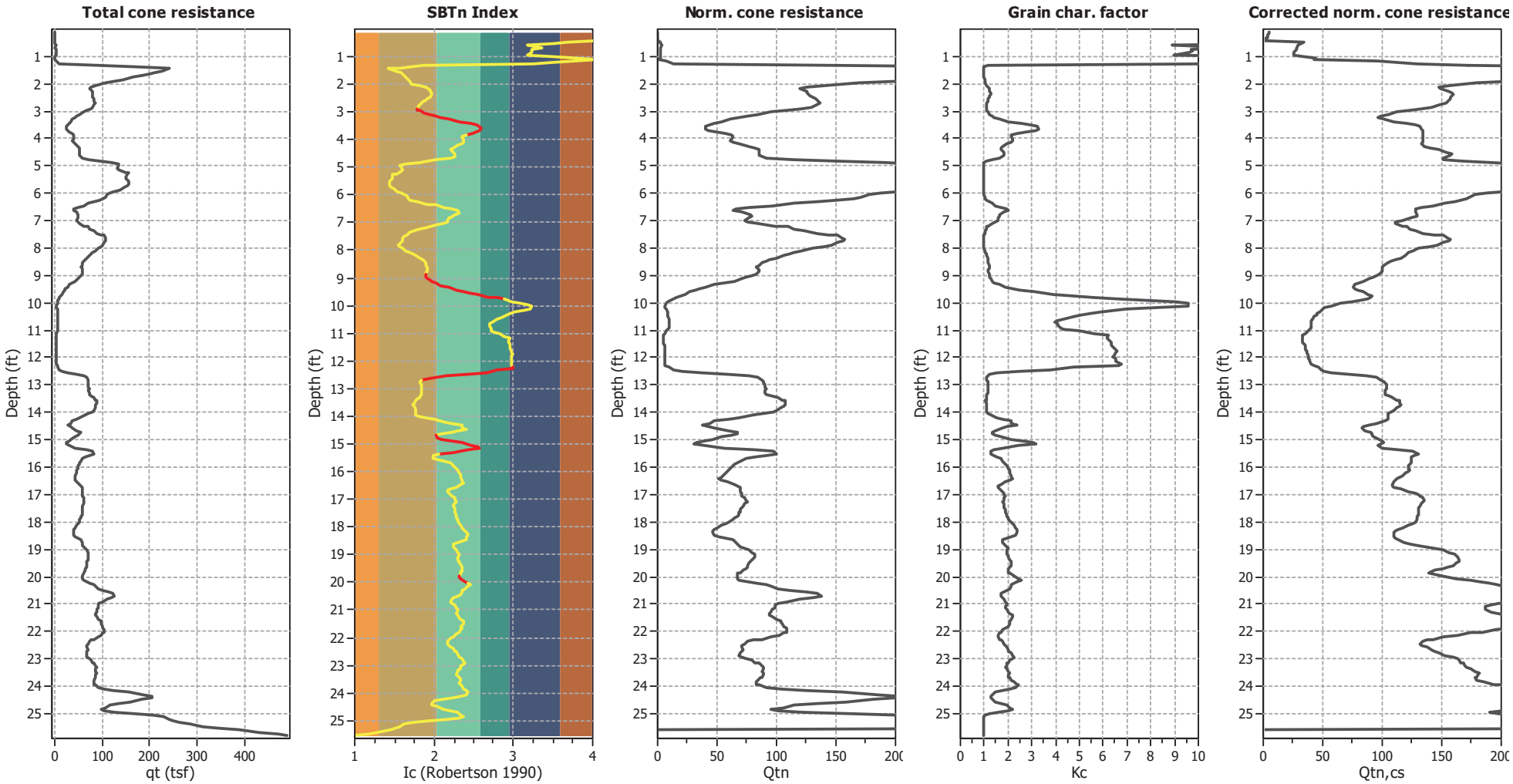
F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

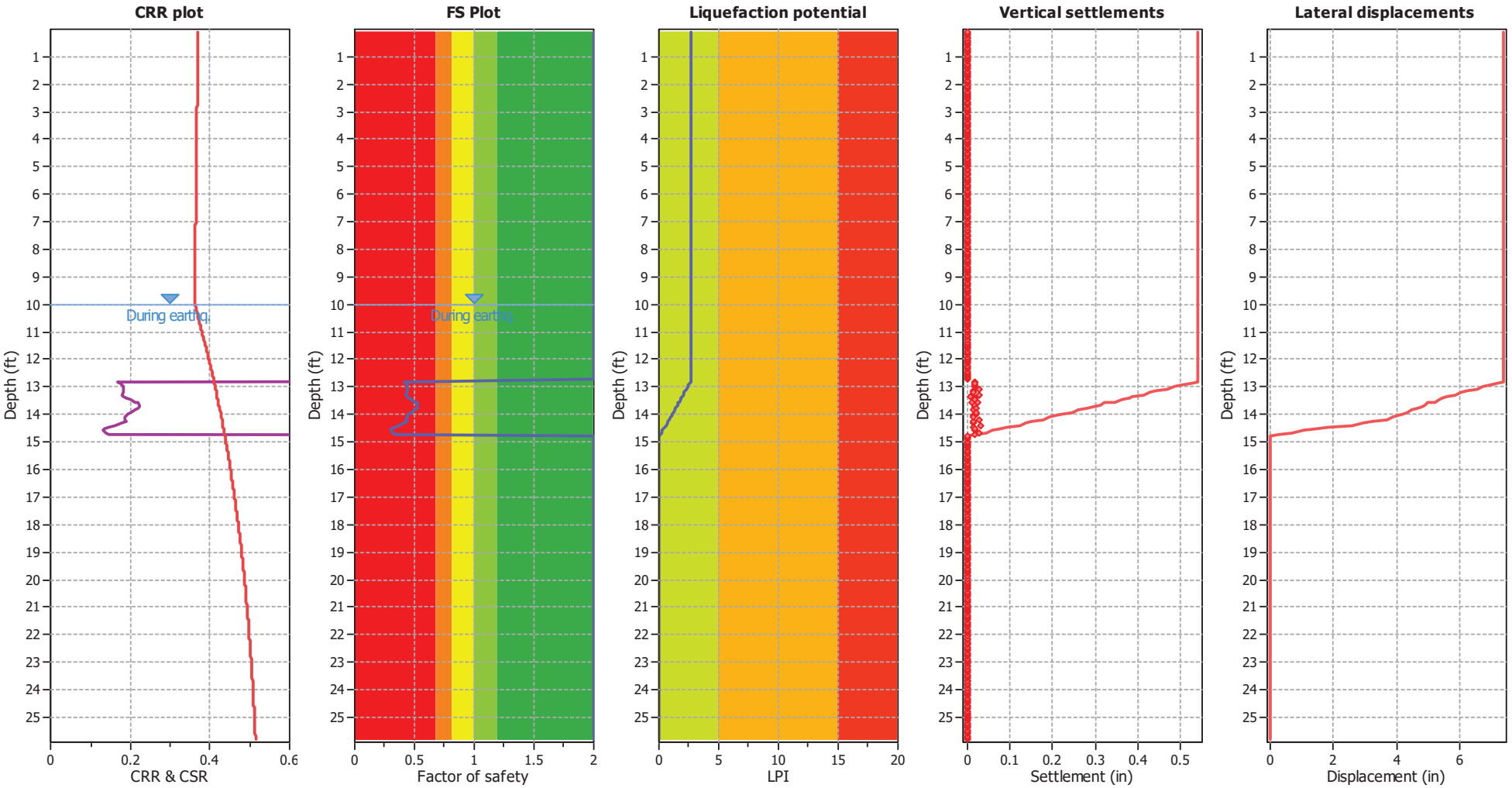
Liquefaction analysis overall plots (intermediate results)



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_o applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	15.00 ft

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	NCEER (1998)	Depth to water table (erthq.):	10.00 ft	Fill weight:	N/A
Fines correction method:	NCEER (1998)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.80	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sands only
Peak ground acceleration:	0.73	Use fill:	No	Limit depth applied:	Yes
Depth to water table (insitu):	10.00 ft	Fill height:	N/A	Limit depth:	15.00 ft

F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

Appendix F

Noise Supporting Documentation

Construction of Building A in Phase 1

Stay Open SD

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold	50	83.6
Multi-Use Residential	700	60.7

Equipment	Reference Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Backhoe	80	0.4
Auger Drill Rig	85	0.2
Dozer	85	0.4

Ground Type	hard
Source Height	8
Receiver Height	5
Ground Factor[2]	0.00

Predicted Noise Level [3]	L_{eq} dBA at 50 feet[3]
Backhoe	76.0
Auger Drill Rig	78.0
Dozer	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[2] Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Micropile Driver

https://www.cpuc.ca.gov/environment/info/esa/artesian/pdf/DR3_Response_attachments/Attachment_IDR03_Q5_MicropileConstructionandEquipment.pdf

Micropile construction will require the temporary use of noise-generating equipment. Typical noise levels from the equipment is provided in Table 1: Typical Construction Sound Levels, with a reference distance of 50 feet.

Table 1: Typical Construction Sound Levels – Micropile Construction

Equipment[1]	Max Noise at 50 Feet (dBA)
Air Compressor	80
Crane	81
Drill Rig/Truck-mounted augur	85
Truck (Dump Truck, Flatbed Truck)	84
Portable Generator	73

Notes

[1] Noise levels listed are for typical equipment used during micropile construction activities, and not all potential equipment used for the Proposed Project is listed herein. The equipment used is considered to be representative of the equipment that would be used during micropile construction for the Proposed Project.

Source: Federal Highway Administration 2006

FHWA 2006: http://www.gsweventcenter.com/Draft_SEIR_References/2006_01_Roadway_Construction_Noise_Model_User_Guide_FHWA.pdf

Fleet Mix for Traffic Noise Modeling

Region: San Diego County

Default Fleet Mix in CalEEMod2016, Version 3.2

Vehicle Class in CalEEMod	Description in EMFAC	Default Fleet Mix in CalEEMod for San Diego County (%)	Categorization for Traffic Noise Modeling
LDA	Passenger Cars	0.593936	Auto
LDT1	Light-Duty Trucks (GVWR <6000 lb. and ETW <= 3750 lb)	0.041843	Auto
LDT2	Light-Duty Trucks (GVWR <6000 lb. and ETW 3751-5750 lb)	0.182569	Auto
MDV	Medium-Duty Trucks (GVWR 6000-8500 lb)	0.108325	Medium
LHD1	Light-Heavy-Duty Trucks (GVWR 8501-10000 lb)	0.016436	Medium
LHD2	Light-Heavy-Duty Trucks (GVWR 10001-14000 lb)	0.005513	Medium
MHD	Medium-Heavy Duty Truck with GVWR>26000 lb	0.01594	Medium
HHD	Heavy-Heavy Duty Trucks	0.023523	Heavy
OBUS	Other Buses	0.001912	Heavy
UBUS	Urban Buses	0.001972	Medium
MCY	Motorcycles	0.00609	Auto
SBUS	School Buses	0.000748	Medium
MH	Motor Homes	0.001193	Medium
Total	NA	1.000	NA
Source:	https://ww3.arb.ca.gov/msei/vehicle-categories.xlsx	CalEEMod Version 2016.3.2	

Sources/Notes:

1 California Air Pollution Control Officers Association. 2016. California Emission Estimator Model Version 2016.3.2. Available: http://www.caleemod.com/.

2 California Air Resources Board. 2016. EMFAC Vehicle Categories. Available: https://ww3.arb.ca.gov/msei/vehicle-categories.xlsx. Accessed December 16, 2020.

Summary Fleet Mix to Use in Traffic Noise Model

	Auto	Medium	Heavy	crosscheck
Percentage	82.44%	15.01%	2.54%	100.00%
units	%	%	%	%
source	calculation	calculation	calculation	calculation

Traffic Noise Spreadsheet Calculator

Project: San Diego Stay Open Hotel

Noise Level Descriptor: CNEL
Site Conditions: Soft
Traffic Input: ADT
Traffic K-Factor:

		Segment Description and Location		Input										Output				
						Distance to Directional Centerline, (feet)[4]		Traffic Distribution Characteristics							Distance to Contour, (feet)[3]			
Number	Name	From	To	ADT	Speed (mph)	Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night	CNEL, (dBA)[5,6,7]	70 dBA	65 dBA	60 dBA	55 dBA
1	I-5	Laurel St	Sassafras St	208,000	65	463	535	82.44%	15.01%	2.54%	80.0%	15.0%	5.0%	70.9	574	1236	2663	5738
2	Pacific Highway	Laurel St	Sassafras St	23,000	55	180	219	82.44%	15.01%	2.54%	80.0%	15.0%	5.0%	65.4	98	211	455	981

Distance Propagation Calculations for Stationary Sources of Ground Vibration

Stay Open SD

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.

— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (VdB)	@	distance (ft)	vibration level (VdB)	@	distance (ft)
Bulldozer	87	@	25	43.6	@	700

FTA (2018) Table 7-4 Vibration Source Levels for Construction Equipment

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (PPV)	@	distance (ft)	vibration level (PPV)	@	distance (ft)
Impact pile driver (typical)	0.644	@	25	0.197	@	55

Notes:

Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Washington, D.C. Accessed: December 20, 2020. Page Available:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Attenuation Calculations for Stationary Noise Sources

Stay Open SD

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
Outdoor event noise Leq	75.0	@	50	hard	8	5	0.00	52.1	@	700
Outdoor event noise Lmax	80.0	@	50	hard	8	5	0.00	57.1	@	700
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			
							0.66			

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-

Additional Attenuation provided by hotel bulding and/or intervening railroad berm, which is approximately 10 feet above grade: 5–15 dB

Appendix G

Transportation Impact Study

Transportation Impact Study

Vehicle Miles Traveled – SB 743 Analysis

STAY OPEN San Diego Project

Final Report

Prepared for:

San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Prepared by:

CHEN RYAN

3900 5th Avenue, Suite 310
San Diego, CA 92103

March 2021

Table of Contents

1.0 Introduction 1
1.1 Project Description 1
1.2 Project Trip Generation 4
1.3 Project Setting 5
1.4 Report Organization 5

2.0 Analysis Methodology and Threshold 6
2.1 Background (SB-743) 6
2.2 Analysis Guidelines and Significance Thresholds 6
2.3 Analysis Methodology - CEQA 6

3.0 Transportation Impact & Mitigation 8
3.1 VMT Impact Analysis 8
3.2 Construction Analysis 8

List of Figures

Figure 1.1 Proposed Project Regional Location 2
Figure 1.2 Project Location 3

List of Tables

Table 1.1 Stay Open Project Trip Generation 4

1.0 Introduction

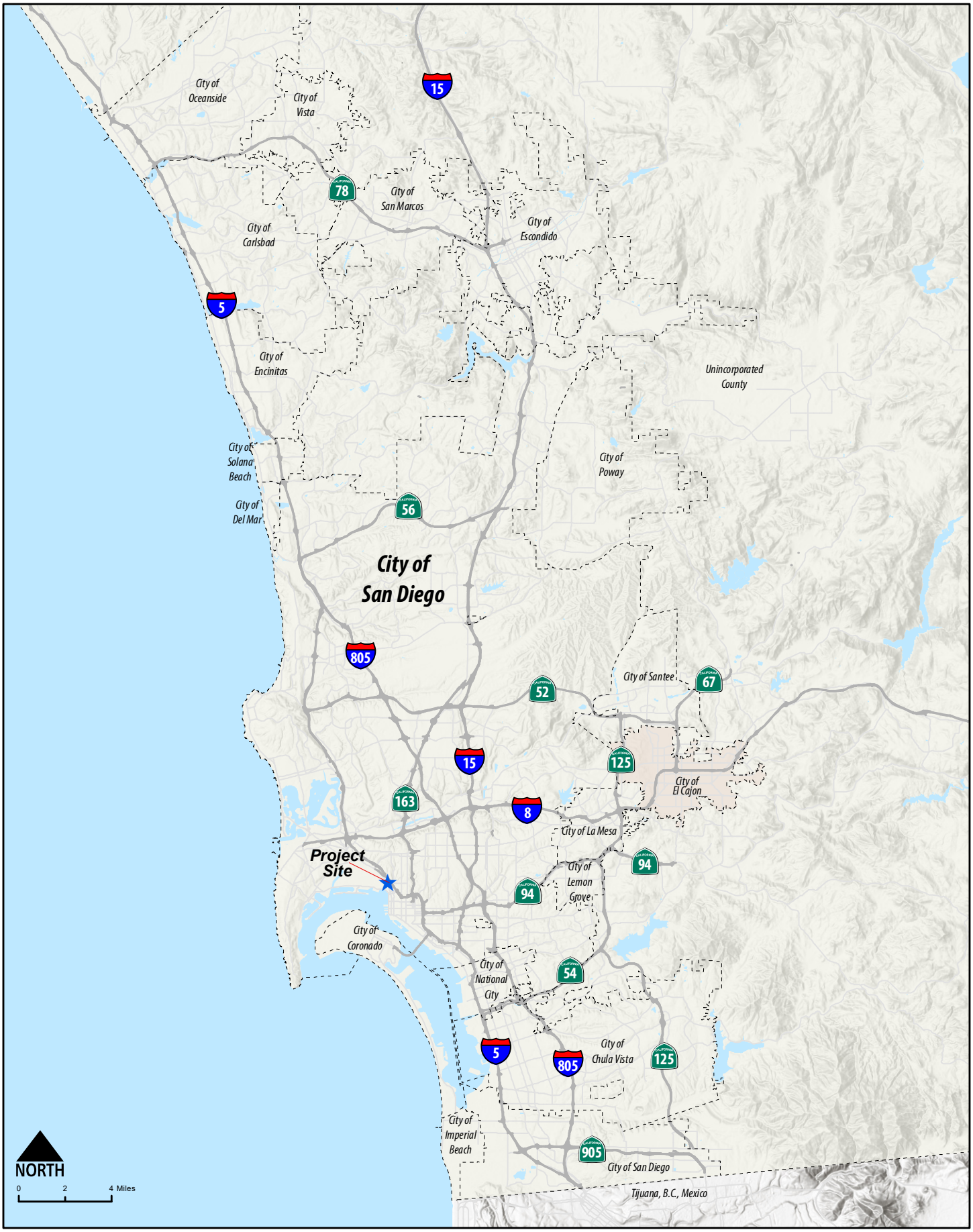
The purpose of this Transportation Impact Study (TIS) is to identify and document any significant transportation related impacts associated with the development of the proposed STAY OPEN San Diego Project (Proposed Project), and to recommend mitigation measures for identified impacts, as necessary.

1.1 Project Description

The proposed STAY OPEN San Diego Project encompasses the adaptive reuse of the vacant space and rooftop of the existing San Diego Unified Port District Annex Building (Annex Building) and partial use of the adjoining parking lot (Lot 3), located at 3125 Pacific Highway. A second story would be added to the Annex Building and the roof would be extended on the west and south sides of the building to increase the Proposed Project area. The Proposed Project area includes up to approximately 31,000 square feet of building area, of which about half is from the existing Annex Building and will also include up to 49,000 square feet of parking lot area.

The project applicant, STAY OPEN, will redevelop the project site with a STAY OPEN branded shared accommodations hotel, lobby bar and café, and rooftop restaurant / bar, which will be open to the public during business hours. On-site parking will be provided for both hotel and retail guests as well as overnight parking for campervan guests. The indoor and outdoor restaurant areas will be available for private parties and other special events featuring music.

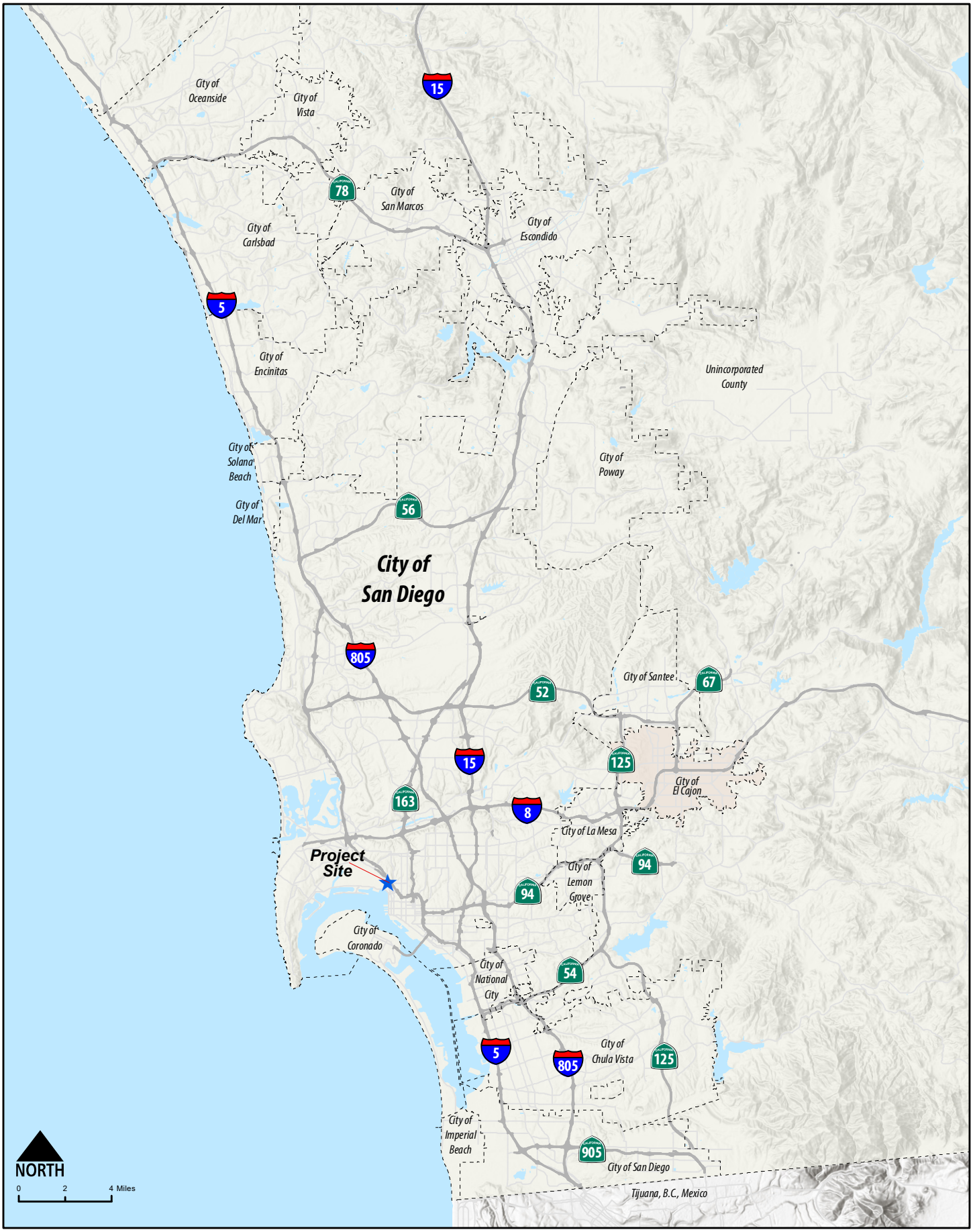
The regional location of the proposed project is displayed in **Figure 1.1**. **Figure 1.2** displays the location of each of project components.



Stay Open San Diego Hotel

Figure 1.1
Project within the Region

CHEN RYAN



Stay Open San Diego Hotel

Figure 1.1
Project within the Region

CHEN RYAN

1.2 Project Trip Generation

The Proposed Project is located approximately ½ mile away from Downtown San Diego. However, the presence of the Middletown Trolley Station, proximity to the airport, as well as connectivity of pedestrian facilities (sidewalks) to the Downtown pedestrian network, make the surroundings of the project have characteristics similar to Downtown or "Centre City". Therefore, trip generation rates found in Table 1: Trip Generation Rate Summary from the City of San Diego Land Development Code - Trip Generation Manual, May 2003 were not utilized as these rates are more appropriate for areas with lower population density and limited access to mass transit (trolley). Rather, trip generation rates were developed utilizing Table 5: Centre City Cumulative Trip Generation Rates from the City of San Diego Land Development Code - Trip Generation Manual, May 2003. **Table 1.1** displays daily, as well as AM and PM Peak hour trip generations for the Proposed Project.

Table 1.1 STAY OPEN Project Trip Generation

				AM					PM				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
POD Rooms	226 beds	1/Bed[1]	226	6%	14	(6:4)	8	6	8%	18	(6:4)	11	7
Hotel	17 rooms	9/Room	153	6%	9	(6:4)	5	4	8%	12	(6:4)	7	5
Restaurant (High turnover)	16,871 SF	27/1,000 SF	456	8%	36	(5:5)	18	18	8%	36	(6:4)	22	14
		Total	**835**	**-**	**59**	**-**	**31**	**28**	**-**	**66**	**-**	**40**	**26**

Notes:
SF = Square feet
ADT = Average Daily Traffic
[1] POD Rooms trip generation rate was based on the rate provided in the Fort Ord Youth Hostel Initial Study, July 17, 2015.

As shown in Table 1.1, the Proposed Project is anticipated to generate a total of 835 daily trips, including 59 (31-in / 28-out) trips during the AM peak hour and 66 trips (40-in / 26-out) during the PM peak hour.

1.3 Project Setting

Access to the Proposed Project from the regional transportation network will be provided via Interstate 5 Kettner Boulevard, and Pacific Highway. These roadways will either provide a direct connection to Proposed Project, via project driveways or will provide a critical link between the Proposed Project and the regional transportation network. Descriptions of these transportation network facilities are described below:

Kettner Boulevard – Near the project site, Kettner Boulevard is a one way three-lane roadway. Parking lots and car rental businesses generally front the roadway. The posted speed limit near the project site is 40 MPH. Within the study area, parking is generally permitted on the west side of the roadway. Pedestrian facilities (sidewalks) are present on both sides of the roadway. Bicycle facilities are not present on either side of the roadway.

Pacific Highway – Adjacent to the project site, Pacific Highway is primarily a six-lane roadway with a raised median. North of the project site, Pacific Highway is fronted by parking lots and the San Diego International Airport Rental Car Center. South of the project site, Pacific Highway is fronted by the San Diego Air & Space Technology Center, as well as some parking lots and undeveloped parcels. Posted speed limit near the project site is 35 MPH. Within the study area, parking is prohibited on both sides of the roadway. Pedestrian facilities (sidewalks) and Class II bicycle facilities are present along the corridor.

The Middletown Trolley Station located at Palm Street is located approximately 900 feet southeast from the project site. It serves as a stop for the Green Line Trolley.
Interstate 5 (I-5) is a north-south freeway that traverses the United States from the Mexican to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the major metropolitan areas of San Diego, Los Angeles, Sacramento and the eastern portion of the San Francisco Bay Area. I-5 bisects the study area and can be accessed via the Washington Street and I-5 interchange to the north of the project site.

1.4 Report Organization

Following this Introduction chapter, this report is organized into the following sections:

2.0 Analysis Methodology – This chapter describes the methodologies and standards utilized to analyze and identify the transportation related impacts associated with the Proposed Project.

3.0 Transportation Related Impacts and Mitigation – This chapter derives and analyzes the projected Vehicle Miles Traveled (VMT) that will be generated by the Proposed Project. This chapter also identifies if the Proposed Project's VMT would create a significant project related impact, as it relates to the standards outlined in the California Environmental Quality Act (CEQA). Finally, the chapter provides recommendations for mitigation measures to reduce the identified transportation related impacts to less than significant levels and evaluates the feasibility of the proposed mitigation measures.

2.0 Analysis Methodology and Threshold

This TIS was conducted in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines.

2.1 Background (SB-743)

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB-743 into law, starting a process that is expected to fundamentally change the way transportation impact analysis is conducted under CEQA. Within the State's CEQA Guidelines, these changes will include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

On December 2018, the Resources Agency certified and adopted the CEQA Guidelines update package, which included the California Natural Resources Agency Guidelines for the Implementation of the California Environmental Quality Act. As a result, the California Governor's Office of Planning and Research (OPR) updated and released the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. According to the updated guidelines, lead agencies will have until July 1, 2020 to comply with the updated CEQA revision.

2.2 Analysis Guidelines and Significance Thresholds

In response to the implementation of SB-743, the District is anticipated to utilize the standards and thresholds recommended by OPR in the Technical Advisory to determine transportation related impacts.

Detailed descriptions of the VMT methodology is provided **Appendix A.**

2.3 Analysis Methodology - CEQA

The following section describes the analysis methods outlined in the OPR Technical Advisory (December 2018) which transportation related impacts are analyzed and identified.

Analysis Metrics

OPR's technical advisory suggests that lead agencies may screen out VMT using project size, maps, transit availability, and provision of affordable housing. Many agencies use these screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study, and these thresholds are identified below:

- Small Project – Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.
- Map-Based Screening for Residential and Office Projects – Residential and office projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

- Presumption of Less Than Significant Impact Near Transit Stations – Certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT.
- Presumption of Less Than Significant Impact for Affordable Residential Development – Adding affordable housing to infill locations generally improves jobs-housing match in turn shortening commutes and reducing VMT. Further, low-wage workers in particular would be more likely to choose a residential location close to their workplace if one is available. In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.

3.0 Transportation Impact & Mitigation

This chapter derives and analyzes the projected VMT that will be generated by the Proposed Project. This chapter also identifies if the Proposed Project's VMT would create significant project related impact, as it relates to the standards outlined in the California Environmental Quality Act (CEQA) and the OPR Technical Advisory. Finally, the chapter provides recommendations for mitigation measures that may reduce the Proposed Project's impacts to less than significant levels and evaluates the feasibility of the proposed mitigation measures.

3.1 VMT Impact Analysis

As noted in Section E.1 of the OPR Technical Advisory, projects located within ½ mile of an existing major transit stop (rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. Based upon the screening criteria identified in Section 2.3, the Proposed Project falls under the "Presumption of Less Than Significant Impact Near-Transit Stations" since it is located within ½ mile from the Middletown Trolley Station (rail transit station). Therefore, as recommended in the OPR Technical Advisory, the proposed project may be assumed to cause a **less-than-significant transportation impact.**

See **Appendix B** for Middletown Trolley Station timetable.

3.2 Construction Analysis

Construction workers VMT is not newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. It is important to note that construction traffic is temporary and not expected to significantly increase VMT in the region. This redistribution is considered to be nominal and momentary. Consequently, it is assumed that the transportation impacts would be less than significant during the construction of the Proposed Project.

APPENDIX A – VMT Analysis Methodology

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA

December 2018

Contents

A. Introduction 1

B. Background 2

C. Technical Considerations in Assessing Vehicle Miles Traveled 4

1. Recommendations Regarding Methodology 4

D. General Principles to Guide Consideration of VMT 7

E. Recommendations Regarding Significance Thresholds 8

1. Screening Thresholds for Land Use Projects 12

2. Recommended Numeric Thresholds for Residential, Office, and Retail Projects 15

3. Recommendations Regarding Land Use Plans 18

4. Other Considerations 19

F. Considering the Effects of Transportation Projects on Vehicle Travel 19

1. Recommended Significance Threshold for Transportation Projects 22

2. Estimating VMT Impacts from Transportation Projects 23

G. Analyzing Other Impacts Related to Transportation 25

H. VMT Mitigation and Alternatives 26

Appendix 1. Considerations About Which VMT to Count 29

Appendix 2. Induced Travel: Mechanisms, Research, and Additional Assessment Approaches 32

A. Introduction

This technical advisory is one in a series of advisories provided by the Governor's Office of Planning and Research (OPR) as a service to professional planners, land use officials, and CEQA practitioners. OPR issues technical assistance on issues that broadly affect the practice of land use planning and the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). (Gov. Code, § 65040, subds. (g), (l), (m).) The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in preparing environmental documents subject to CEQA. This document should not be construed as legal advice.

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. As one appellate court recently explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy . . . ." (*Covina Residents for Responsible Development v. City of Covina* (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (*Id.*, subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

This advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Again, OPR provides this Technical Advisory as a resource for the public to use at their discretion. OPR is not enforcing or attempting to enforce any part of the recommendations contained herein. (Gov. Code, § 65035 ["It is not the intent of the Legislature to vest in the Office of Planning and Research any direct operating or regulatory powers over land use, public works, or other state, regional, or local projects or programs."].)

This December 2018 technical advisory is an update to the advisory it published in April 2018. OPR will continue to monitor implementation of these new provisions and may update or supplement this advisory in response to new information and advancements in modeling and methods.

B. Background

VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel. The California Air Resources Board (CARB) has provided a path forward for achieving these emissions reductions from the transportation sector in its 2016 Mobile Source Strategy. CARB determined that it will not be possible to achieve the State's 2030 and post-2030 emissions goals without reducing VMT growth. Further, in its 2018 Progress Report on California's Sustainable Communities and Climate Protection Act, CARB found that despite the State meeting its 2020 climate goals, "emissions from statewide passenger vehicle travel per capita [have been] increasing and going in the wrong direction," and "California cannot meet its [long-term] climate goals without curbing growth in single-occupancy vehicle activity."[1] CARB also found that "[w]ith emissions from the transportation sector continuing to rise despite increases in fuel efficiency and decreases in the carbon content of fuel, California will not achieve the necessary greenhouse gas emissions reductions to meet mandates for 2030 and beyond without significant changes to how communities and transportation systems are planned, funded, and built."[2]

Thus, to achieve the State's long-term climate goals, California needs to reduce per capita VMT. This can occur under CEQA through VMT mitigation. Half of California's GHG emissions come from the transportation sector[3], therefore, reducing VMT is an effective climate strategy, which can also result in co-benefits.[4] Furthermore, without early VMT mitigation, the state may follow a path that meets GHG targets in the early years, but finds itself poorly positioned to meet more stringent targets later. For example, in absence of VMT analysis and mitigation in CEQA, lead agencies might rely upon verifiable offsets for GHG mitigation, ignoring the longer-term climate change impacts resulting from land use development and infrastructure investment decisions. As stated in CARB's 2017 Scoping Plan:

> "California's future climate strategy will require increased focus on integrated land use planning to support livable, transit-connected communities, and conservation of agricultural and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use. GHGs can be further reduced at the project level through implementing energy-efficient construction and travel demand management approaches."[5] (*Id.* at p. 102.)

---

[1] California Air Resources Board (Nov. 2018) *2018 Progress Report on California's Sustainable Communities and Climate Protection Act*, pp. 4, 5, available at https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf.
[2] *Id.*, p. 28.
[3] See https://ca50million.ca.gov/transportation/
[4] Fang et al. (2017) *Cutting Greenhouse Gas Emissions Is Only the Beginning: A Literature Review of the Co-Benefits of Reducing Vehicle Miles Traveled*.
[5] California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 102, available at https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

In light of this, the 2017 Scoping Plan describes and quantifies VMT reductions needed to achieve our long-term GHG emissions reduction goals, and specifically points to the need for statewide deployment of the VMT metric in CEQA:

> "Employing VMT as the metric of transportation impact statewide will help to ensure GHG reductions planned under SB 375 will be achieved through on-the-ground development, and will also play an important role in creating the additional GHG reductions needed beyond SB 375 across the State. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting sustainable community strategies developed under SB 375."[6]

VMT and Other Impacts to Health and Environment. VMT mitigation also creates substantial benefits (sometimes characterized as "co-benefits" to GHG reduction) in both in the near-term and the long-term. Beyond GHG emissions, increases in VMT also impact human health and the natural environment. Human health is impacted as increases in vehicle travel lead to more vehicle crashes, poorer air quality, increases in chronic diseases associated with reduced physical activity, and worse mental health. Increases in vehicle travel also negatively affect other road users, including pedestrians, cyclists, other motorists, and many transit users. The natural environment is impacted as higher VMT leads to more collisions with wildlife and fragments habitat. Additionally, development that leads to more vehicle travel also tends to consume more energy, water, and open space (including farmland and sensitive habitat). This increase in impermeable surfaces raises the flood risk and pollutant transport into waterways.[7]

VMT and Economic Growth. While it was previously believed that VMT growth was a necessary component of economic growth, data from the past two decades shows that economic growth is possible without a concomitant increase in VMT. (Figure 1.) Recent research shows that requiring development projects to mitigate LOS may actually reduce accessibility to destinations and impede economic growth.[8,9]

---

[6] *Id.* at p. 76.

[7] Fang et al. (2017) *Cutting Greenhouse Gas Emissions Is Only the Beginning: A Literature Review of the Co-Benefits of Reducing Vehicle Miles Traveled*, available at https://ncst.ucdavis.edu/wp-content/uploads/2017/03/NCST-VMT-Co-Benefits-White-Paper_Fang_March-2017.pdf.

[8] Haynes et al. (Sept. 2015) *Congested Development: A Study of Traffic Delays, Access, and Economic Activity in Metropolitan Los Angeles*, available at http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf.

[9] Osman et al. (Mar. 2016) *Not So Fast: A Study of Traffic Delays, Access, and Economic Activity in the San Francisco Bay Area*, available at http://www.its.ucla.edu/wp-content/uploads/sites/6/2016/08/Taylor-Not-so-Fast-04-01-2016_final.pdf.

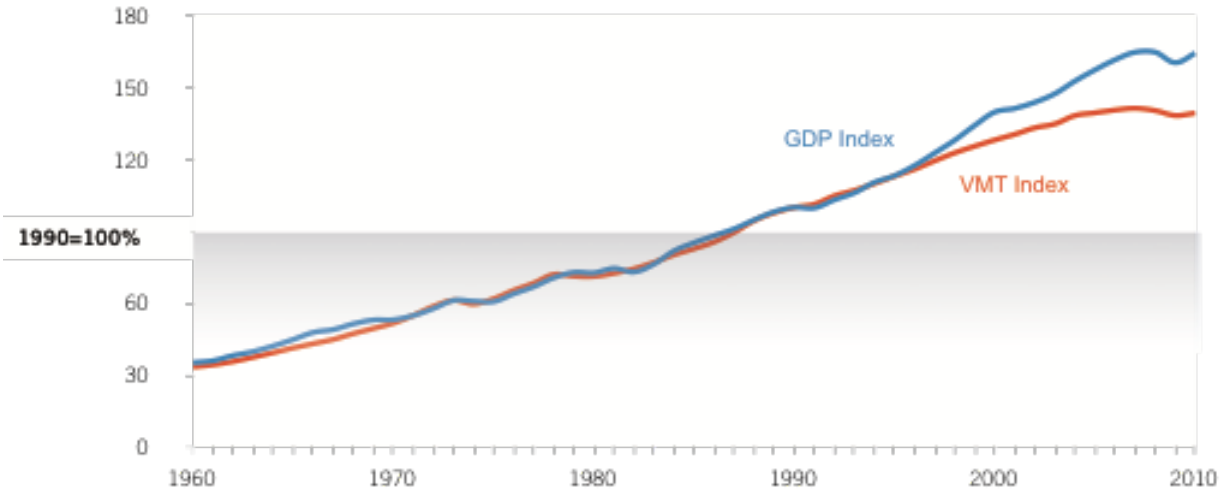


Figure 1. Kooshian and Winkelman (2011) *VMT and Gross Domestic Product (GDP), 1960-2010*.

C. Technical Considerations in Assessing Vehicle Miles Traveled

Many practitioners are familiar with accounting for VMT in connection with long-range planning, or as part of the CEQA analysis of a project's greenhouse gas emissions or energy impacts. This document provides technical information on how to assess VMT as part of a transportation impacts analysis under CEQA. Appendix 1 provides a description of which VMT to count and options on how to count it. Appendix 2 provides information on induced travel resulting from roadway capacity projects, including the mechanisms giving rise to induced travel, the research quantifying it, and information on additional approaches for assessing it.

1. Recommendations Regarding Methodology

Proposed Section 15064.3 explains that a "lead agency may use models to estimate a project's vehicle miles traveled . . . ." CEQA generally defers to lead agencies on the choice of methodology to analyze impacts. (*Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1546; see *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 409 ["the issue is not whether the studies are irrefutable or whether they could have been better" … rather, the "relevant issue is only whether the studies are sufficiently credible to be considered" as part of the lead agency's overall evaluation].) This section provides suggestions to lead agencies regarding methodologies to analyze VMT associated with a project.

Vehicle Types. Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). For an apples-to-apples

comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.

Residential and Office Projects. Tour- and trip-based approaches[10] offer the best methods for assessing VMT from residential/office projects and for comparing those assessments to VMT thresholds. These approaches also offer the most straightforward methods for assessing VMT reductions from mitigation measures for residential/office projects. When available, tour-based assessment is ideal because it captures travel behavior more comprehensively. But where tour-based tools or data are not available for all components of an analysis, a trip-based assessment of VMT serves as a reasonable proxy.

Models and methodologies used to calculate thresholds, estimate project VMT, and estimate VMT reduction due to mitigation should be comparable. For example:

- A tour-based assessment of project VMT should be compared to a tour-based threshold, or a trip-based assessment to a trip-based VMT threshold.
- Where a travel demand model is used to determine thresholds, the same model should also be used to provide trip lengths as part of assessing project VMT.
- Where only trip-based estimates of VMT reduction from mitigation are available, a trip-based threshold should be used, and project VMT should be assessed in a trip-based manner.

When a trip-based method is used to analyze a residential project, the focus can be on home-based trips. Similarly, when a trip-based method is used to analyze an office project, the focus can be on home-based work trips.

When tour-based models are used to analyze an office project, either employee work tour VMT or VMT from all employee tours may be attributed to the project. This is because workplace location influences overall travel. For consistency, the significance threshold should be based on the same metric: either employee work tour VMT or VMT from all employee tours.

For office projects that feature a customer component, such as a government office that serves the public, a lead agency can analyze the customer VMT component of the project using the methodology for retail development (see below).

Retail Projects. Generally, lead agencies should analyze the effects of a retail project by assessing the change in total VMT[11] because retail projects typically re-route travel from other retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns.

[10] See Appendix 1, *Considerations About Which VMT to Count,* for a description of these approaches.
[11] See Appendix 1, *Considerations About Which VMT to Count, "*Assessing Change in Total VMT" section, for a description of this approach.

Considerations for All Projects. Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. CEQA requires environmental analyses to reflect a "good faith effort at full disclosure." (CEQA Guidelines, § 15151.) Thus, where methodologies exist that can estimate the full extent of vehicle travel from a project, the lead agency should apply them to do so. Where those VMT effects will grow over time, analyses should consider both a project's short-term and long-term effects on VMT.

Combining land uses for VMT analysis is not recommended. Different land uses generate different amounts of VMT, so the outcome of such an analysis could depend more on the mix of uses than on their travel efficiency. As a result, it could be difficult or impossible for a lead agency to connect a significance threshold with an environmental policy objective (such as a target set by law), inhibiting the CEQA imperative of identifying a project's significant impacts and providing mitigation where feasible. Combining land uses for a VMT analysis could streamline certain mixes of uses in a manner disconnected from policy objectives or environmental outcomes. Instead, OPR recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold. Recommendations for methods of analysis and thresholds are provided below. In the analysis of each use, a mixed-use project should take credit for internal capture.

Any project that includes in its geographic bounds a portion of an existing or planned Transit Priority Area (i.e., the project is within a ½ mile of an existing or planned major transit stop or an existing stop along a high quality transit corridor) may employ VMT as its primary metric of transportation impact for the entire project. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual 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." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)

D. General Principles to Guide Consideration of VMT

SB 743 directs OPR to establish specific "criteria for determining the significance of transportation impacts of projects[.]" (Pub. Resources Code, § 21099, subd. (b)(1).) In establishing this criterion, OPR was guided by the general principles contained within CEQA, the CEQA Guidelines, and applicable case law.

To assist in the determination of significance, many lead agencies rely on "thresholds of significance." The CEQA Guidelines define a "threshold of significance" to mean "an identifiable **quantitative, qualitative[12] or performance level** of a particular environmental effect, non-compliance with which means the effect will ***normally*** be determined to be significant by the agency and compliance with which means the effect ***normally*** will be determined to be less than significant." (CEQA Guidelines, § 15064.7, subd. (a) (emphasis added).) Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, "provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." (*Id*. at subd. (c); *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Substantial evidence means "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." (*Id*. at § 15384 (emphasis added); *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1108-1109.)

Additionally, the analysis leading to the determination of significance need not be perfect. The CEQA Guidelines describe the standard for adequacy of environmental analyses:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to **make a decision which intelligently takes account of environmental consequences**. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is **reasonably feasible**. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The **courts have looked not for perfection** but for **adequacy**, **completeness**, and a **good faith effort** at full disclosure.

(CEQA Guidelines, § 15151 (emphasis added).)

These general principles guide OPR's recommendations regarding thresholds of significance for VMT set forth below.

[12] Generally, qualitative analyses should only be conducted when methods do not exist for undertaking a quantitative analysis.

E. Recommendations Regarding Significance Thresholds

As noted above, lead agencies have the discretion to set or apply their own thresholds of significance. (*Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 218-223 [lead agency had discretion to use compliance with AB 32's emissions goals as a significance threshold]; *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th at p. 1068.) However, Section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses. It further directed OPR to prepare and develop criteria for determining significance. (Pub. Resources Code, § 21099, subd. (b)(1).) This section provides OPR's suggested thresholds, as well as considerations for lead agencies that choose to adopt their own

The VMT metric can support the three statutory goals: "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, ***and*** a diversity of land uses." (Pub. Resources Code, § 21099, subd. (b)(1), emphasis added.) However, in order for it to promote and support all three, lead agencies should select a significance threshold that aligns with state law on all three. State law concerning the development of multimodal transportation networks and diversity of land uses requires planning for and prioritizing increases in complete streets and infill development, but does not mandate a particular depth of implementation that could translate into a particular threshold of significance. Meanwhile, the State has clear quantitative targets for GHG emissions reduction set forth in law and based on scientific consensus, and the depth of VMT reduction needed to achieve those targets has been quantified. Tying VMT thresholds to GHG reduction also supports the two other statutory goals. Therefore, to ensure adequate analysis of transportation impacts, OPR recommends using quantitative VMT thresholds linked to GHG reduction targets when methods exist to do so.

Various legislative mandates and state policies establish quantitative greenhouse gas emissions reduction targets. For example:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.

- Senate Bill 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.

- Pursuant to Senate Bill 375 (2008), the California Air Resources Board GHG emissions reduction targets for metropolitan planning organizations (MPOs) to achieve based on land use patterns and transportation systems specified in Regional Transportation Plans and Sustainable Community Strategies (RTP/SCS). Current targets for the State's largest MPOs call for a 19 percent reduction in GHG emissions from cars and light trucks from 2005 emissions levels by 2035.

- Executive Order B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.

- Executive Order S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.

- Executive Order B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.

- Executive Order B-55-18 (2018) established an additional statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and maintaining net negative emissions thereafter. It states, "The California Air Resources Board shall work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal."

- Senate Bill 391 requires the California Transportation Plan to support 80 percent reduction in GHGs below 1990 levels by 2050.

- The *California Air Resources Board Mobile Source Strategy* (2016) describes California's strategy for containing air pollutant emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.

- The California Air Resources Board's *2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target* describes California's strategy for containing GHG emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.

Considering these various targets, the California Supreme Court observed:

> Meeting our statewide reduction goals does not preclude all new development. Rather, the Scoping Plan … assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians.

(*Center for Biological Diversity v. California Dept. of Fish & Wildlife*, *supra*, 62 Cal.4th at p. 220.) Indeed, the Court noted that when a lead agency uses consistency with climate goals as a way to determine significance, particularly for long-term projects, the lead agency must consider the project's effect on meeting long-term reduction goals. (*Ibid*.) And more recently, the Supreme Court stated that "CEQA requires public agencies . . . to ensure that such analysis stay in step with evolving scientific knowledge and state regulatory schemes." (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 504.)

Meeting the targets described above will require substantial reductions in existing VMT per capita to curb GHG emissions and other pollutants. But targets for overall GHG emissions reduction do not translate directly into VMT thresholds for individual projects for many reasons, including:

- Some, but not all, of the emissions reductions needed to achieve those targets could be accomplished by other measures, including increased vehicle efficiency and decreased fuel carbon content. The CARB's *First Update to the Climate Change Scoping Plan* explains:

"Achieving California's long-term criteria pollutant and GHG emissions goals will require four strategies to be employed: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) **plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.**"[13] CARB's *2018 Progress Report on California's Sustainable Communities and Climate Protection Act* states on page 28 that "California cannot meet its climate goals without curbing growth in single-occupancy vehicle activity." In other words, vehicle efficiency and better fuels are necessary, but insufficient, to address the GHG emissions from the transportation system. Land use patterns and transportation options also will need to change to support reductions in vehicle travel/VMT.

- New land use projects alone will not sufficiently reduce per-capita VMT to achieve those targets, nor are they expected to be the sole source of VMT reduction.

- Interactions between land use projects, and also between land use and transportation projects, existing and future, together affect VMT.

- Because location within the region is the most important determinant of VMT, in some cases, streamlining CEQA review of projects in travel efficient locations may be the most effective means of reducing VMT.

- When assessing climate impacts of some types of land use projects, use of an efficiency metric (e.g., per capita, per employee) may provide a better measure of impact than an absolute numeric threshold. (*Center for Biological Diversity*, *supra*.)

Public Resources Code section 21099 directs OPR to propose criteria for determining the significance of transportation impacts. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in selecting a significance threshold that may be appropriate for their particular projects. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines, § 15064.7, subd. (c).) Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board quantifying the need for VMT reduction in order to meet the State's long-term climate goals, **OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold**.

Fifteen percent reductions in VMT are achievable at the project level in a variety of place types.[14]

Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the

[13] California Air Resources Board (May 2014) *First Update to the Climate Change Scoping Plan*, p. 46 (emphasis added).
[14] CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, p. 55, available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

criteria for determining significance must "promote the reduction in greenhouse gas emissions." In its document *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*[15], CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals.

CARB finds per capita vehicle travel would need to be kept below what today's policies and plans would achieve.

CARB's assessment is based on data in the 2017 Scoping Plan Update and 2016 Mobile Source Strategy. In those documents, CARB previously examined the relationship between VMT and the state's GHG emissions reduction targets. The Scoping Plan finds:

> "While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32. Through developing the Scoping Plan, CARB staff is more convinced than ever that, in addition to achieving GHG reductions from cleaner fuels and vehicles, California must also reduce VMT. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward needed reductions, but alone will not provide the VMT growth reductions needed; there is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals."[16]

Note that, at present, consistency with RTP/SCSs does not necessarily lead to a less-than-significant VMT impact.[17] As the Final 2017 Scoping Plan Update states,

> VMT reductions are necessary to achieve the 2030 target and must be part of any strategy evaluated in this Plan. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals."[18]

---

[15] California Air Resources Board (Jan. 2019) *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*, available at https://ww2.arb.ca.gov/resources/documents/carb-2017-scoping-plan-identified-vmt-reductions-and-relationship-state-climate.

[16] California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 101.

[17] California Air Resources Board (Feb. 2018) *Updated Final Staff Report: Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets*, Figure 3, p. 35, available at https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf.

[18] California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 75.

Also, in order to capture the full effects of induced travel resulting from roadway capacity projects, an RTP/SCS would need to include an assessment of land use effects of those projects, and the effects of those land uses on VMT. (See section titled "*Estimating VMT Impacts from Transportation Projects"* below.) RTP/SCSs typically model VMT using a collaboratively-developed land use "vision" for the region's land use, rather than studying the effects on land use of the proposed transportation investments.

In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

1. Screening Thresholds for Land Use Projects

Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day[19] generally may be assumed to cause a less-than-significant transportation impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are

[19] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

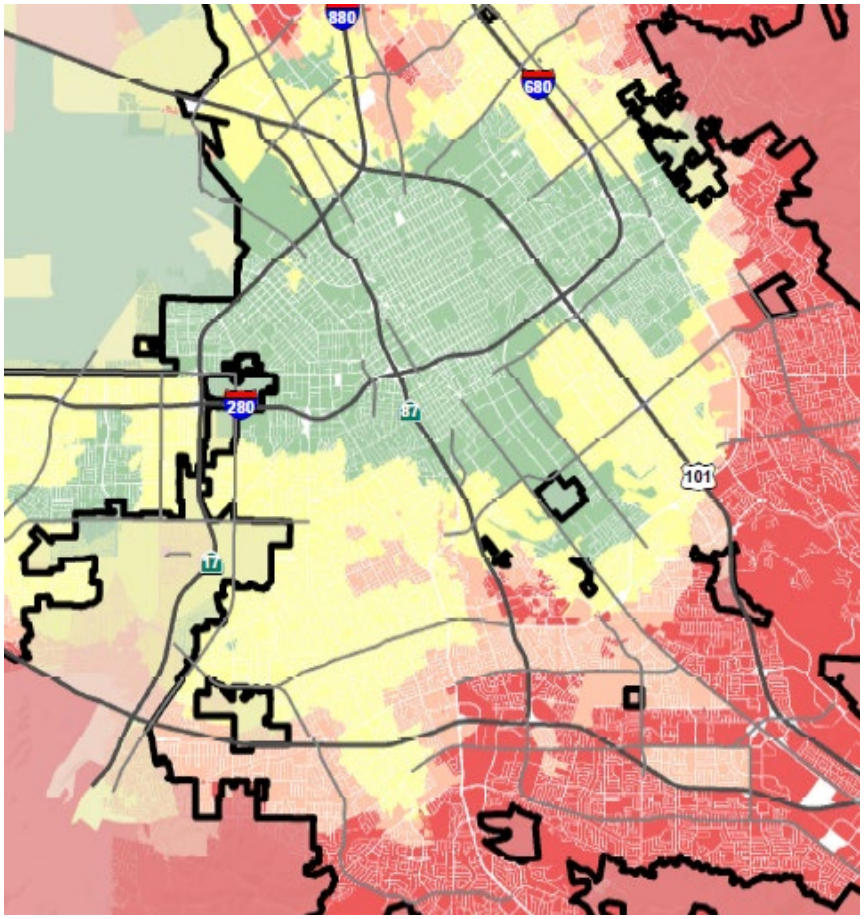


Figure 2. Example map of household VMT that could be used to delineate areas eligible to receive streamlining for VMT analysis. (Source: City of San José, Department of Transportation, draft output of City Transportation Model.)

Presumption of Less Than Significant Impact Near Transit Stations

Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop[20] or an existing stop

[20] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

along a high quality transit corridor[21] will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units

A project or plan near transit which replaces affordable residential units[22] with a smaller number of moderate- or high-income residential units may increase overall VMT because the increase in VMT of displaced residents could overwhelm the improvements in travel efficiency enjoyed by new residents.[23]

If any of these exceptions to the presumption might apply, the lead agency should conduct a detailed VMT analysis to determine whether the project would exceed VMT thresholds (see below).

Presumption of Less Than Significant Impact for Affordable Residential Development

Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.[24,25] Further, "… low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available."[26] In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-

[21] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").
[22] Including naturally-occurring affordable residential units.
[23] Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement,* Chapter 4, pp. 159-160, available at https://www.arb.ca.gov/research/apr/past/13-310.pdf.
[24] Karner and Benner (2016) *The convergence of social equity and environmental sustainability: Jobs-housing fit and commute distance* ("[P]olicies that advance a more equitable distribution of jobs and housing by linking the affordability of locally available housing with local wage levels are likely to be associated with reduced commuting distances").
[25] Karner and Benner (2015) *Low-wage jobs-housing fit: identifying locations of affordable housing shortages.*
[26] Karner and Benner (2015) *Low-wage jobs-housing fit: identifying locations of affordable housing shortages.*

rate housing.[27,28] Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

2. Recommended Numeric Thresholds for Residential, Office, and Retail Projects

Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the SCS for that city, and should be consistent with the SCS.

Residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than-significant transportation impact. In MPO areas, development measured against city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the region-based threshold would undermine the VMT containment needed to achieve regional targets under SB 375.

For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population-weighted VMT per capita of all cities in the region. In MPO areas, development in unincorporated areas measured against aggregate city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the regional threshold would undermine achievement of regional targets under SB 375.

[27] Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement*, available at https://www.arb.ca.gov/research/apr/past/13-310.pdf.
[28] CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, pp. 176-178, available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

These thresholds can be applied to either household (i.e., tour-based) VMT or home-based (i.e., trip-based) VMT assessments.[29] It is critical, however, that the agency be consistent in its VMT measurement approach throughout the analysis to maintain an "apples-to-apples" comparison. For example, if the agency uses a home-based VMT for the threshold, it should also be use home-based VMT for calculating project VMT and VMT reduction due to mitigation measures.

Recommended threshold for office projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact. In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live.

Office VMT screening maps can be developed using tour-based data, considering either total employee VMT or employee work tour VMT. Similarly, tour-based analysis of office project VMT could consider either total employee VMT or employee work tour VMT. Where tour-based information is unavailable for threshold determination, project assessment, or assessment of mitigation, home-based work trip VMT should be used throughout all steps of the analysis to maintain an "apples-to-apples" comparison.

Recommended threshold for retail projects: A net increase in total VMT may indicate a significant transportation impact.

Because new retail development typically redistributes shopping trips rather than creating new trips,[30] estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts.

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.

Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-

[29] See Appendix 1 for a description of these approaches.
[30] Lovejoy, et al. (2013) *Measuring the impacts of local land-use policies on vehicle miles of travel: The case of the first big-box store in Davis, California, The Journal of Transport and Land Use*.

specific information, such as market studies or economic impacts analyses that might bear on customers' travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

Mixed-Use Projects

Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.

Other Project Types

Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7).

Strategies and projects that decrease local VMT but increase total VMT should be avoided. Agencies should consider whether their actions encourage development in a less travel-efficient location by limiting development in travel-efficient locations.

Redevelopment Projects

Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

As described above, a project or plan near transit which replaces affordable[31] residential units with a smaller number of moderate- or high-income residential units may increase overall VMT, because

[31] Including naturally-occurring affordable residential units.

displaced residents' VMT may increase.[32] A lead agency should analyze VMT for such a project even if it otherwise would have been presumed less than significant. The assessment should incorporate an estimate of the aggregate VMT increase experienced by displaced residents. That additional VMT should be included in the numerator of the VMT per capita assessed for the project.

If a residential or office project leads to a net increase in VMT, then the project's VMT per capita (residential) or per employee (office) should be compared to thresholds recommended above. Per capita and per employee VMT are efficiency metrics, and, as such, apply only to the existing project without regard to the VMT generated by the previously existing land use.

If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact.

RTP/SCS Consistency (All Land Use Projects)

Section 15125, subdivision (d), of the CEQA Guidelines provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans. For this reason, if a project is inconsistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), the lead agency should evaluate whether that inconsistency indicates a significant impact on transportation. For example, a development may be inconsistent with an RTP/SCS if the development is outside the footprint of development or within an area specified as open space as shown in the SCS.

3. Recommendations Regarding Land Use Plans

As with projects, agencies should analyze VMT outcomes of land use plans across the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. And as with projects, VMT should be counted in full rather than split between origin and destination. (Emissions inventories have sometimes spit cross-boundary trips in order to sum to a regional total, but CEQA requires accounting for the full impact without truncation or discounting). Analysis of specific plans may employ the same thresholds described above for projects. A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office, or retail land uses would in aggregate exceed the respective thresholds recommended above. Where the lead agency tiers from a general plan EIR pursuant to CEQA Guidelines sections 15152 and 15166, the lead agency generally focuses on the environmental impacts that are specific to the later project and were not analyzed as significant impacts in the prior EIR. (Pub. Resources Code, § 21068.5; Guidelines, § 15152, subd. (a).) Thus, in analyzing the later project, the lead agency

[32] Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement,* Chapter 4, pp. 159-160, available at https://www.arb.ca.gov/research/apr/past/13-310.pdf.

would focus on the VMT impacts that were not adequately addressed in the prior EIR. In the tiered document, the lead agency should continue to apply the thresholds recommended above.

Thresholds for plans in non-MPO areas may be determined on a case-by-case basis.

4. Other Considerations

Rural Projects Outside of MPOs

In rural areas of non-MPO counties (i.e., areas not near established or incorporated cities or towns), fewer options may be available for reducing VMT, and significance thresholds may be best determined on a case-by-case basis. Note, however, that clustered small towns and small town main streets may have substantial VMT benefits compared to isolated rural development, similar to the transit oriented development described above.

Impacts to Transit

Because criteria for determining the significance of transportation impacts must promote "the development of multimodal transportation networks" pursuant to Public Resources Code section 21099, subd. (b)(1), lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops.

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the function of the transportation system.

F. Considering the Effects of Transportation Projects on Vehicle Travel

Many transportation projects change travel patterns. A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as "induced vehicle travel," would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Transportation projects also are required to

examine induced growth impacts under CEQA. (See generally, Pub. Resources Code, §§ 21065 [defining "project" under CEQA as an activity as causing either a direct or reasonably foreseeable indirect physical change], 21065.3 [defining "project-specific effect" to mean all direct or indirect environmental effects], 21100, subd. (b) [required contents of an EIR].) For any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the document; such information may be useful and necessary for a full understanding of a project's environmental impacts. (See Pub. Resources Code, §§ 21000, 21001, 21001.1, 21002, 21002.1 [discussing the policies of CEQA].) A lead agency that uses the VMT metric to assess the transportation impacts of a transportation project may simply report that change in VMT as the impact. When the lead agency uses another metric to analyze the transportation impacts of a roadway project, changes in amount of vehicle travel added to the roadway network should still be analyzed and reported.[33]

While CEQA does not require perfection, it is important to make a reasonably accurate estimate of transportation projects' effects on vehicle travel in order to make reasonably accurate estimates of GHG emissions, air quality emissions, energy impacts, and noise impacts. (See, e.g., *California Clean Energy Com. v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 [EIR failed to consider project's transportation energy impacts]; *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 266.) Appendix 2 describes in detail the causes of induced vehicle travel, the robust empirical evidence of induced vehicle travel, and how models and research can be used in conjunction to quantitatively assess induced vehicle travel with reasonable accuracy.

If a project would likely lead to a measurable and substantial increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges

Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails

[33] See, e.g., California Department of Transportation (2006) *Guidance for Preparers of Growth-related, Indirect Impact Analyses*, available at http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/GRI_guidance06May_files/gri_guidance.pdf.

- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

1. Recommended Significance Threshold for Transportation Projects

As noted in Section 15064.3 of the CEQA Guidelines, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. This section recommends considerations for evaluating impacts using vehicle miles traveled. Lead agencies have discretion to choose a threshold of significance for transportation projects as they do for other types of projects. As explained above, Public Resources Code section 21099, subdivision (b)(1), provides that criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. (*Id.*; see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) With those goals in mind, OPR prepared and the Agency adopted an appropriate transportation metric.

Whether adopting a threshold of significance, or evaluating transportation impacts on a case-by-case basis, a lead agency should ensure that the analysis addresses:

- Direct, indirect and cumulative effects of the transportation project (CEQA Guidelines, § 15064, subds. (d), (h))
- Near-term and long-term effects of the transportation project (CEQA Guidelines, §§ 15063, subd. (a)(1), 15126.2, subd. (a))
- The transportation project's consistency with state greenhouse gas reduction goals (Pub. Resources Code, § 21099)[34]
- The impact of the transportation project on the development of multimodal transportation networks (Pub. Resources Code, § 21099)
- The impact of the transportation project on the development of a diversity of land uses (Pub. Resources Code, § 21099)

The CARB Scoping Plan and the CARB Mobile Source Strategy delineate VMT levels required to achieve legally mandated GHG emissions reduction targets. A lead agency should develop a project-level threshold based on those VMT levels, and may apply the following approach:

1. Propose a fair-share allocation of those budgets to their jurisdiction (e.g., by population);

[34] The California Air Resources Board has ascertained the limits of VMT growth compatible with California containing greenhouse gas emissions to levels research shows would allow for climate stabilization. (See *The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (p. 78, p. 101); *Mobile Source Strategy* (p. 37).) CARB's *Updated Final Staff Report on Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets* illustrates that the current Regional Transportation Plans and Sustainable Communities Strategies will fall short of achieving the necessary on-road transportation-related GHG emissions reductions called for in the 2017 Scoping Plan (Figure 3, p. 35). Accordingly, OPR recommends not basing GHG emissions or transportation impact analysis for a transportation project solely on consistency with an RTP/SCS.

2. Determine the amount of VMT growth likely to result from background population growth, and subtract that from their "budget";
3. Allocate their jurisdiction's share between their various VMT-increasing transportation projects, using whatever criteria the lead agency prefers.

2. Estimating VMT Impacts from Transportation Projects

CEQA requires analysis of a project's potential growth-inducing impacts. (Pub. Resources Code, § 21100, subd. (b)(5); CEQA Guidelines, § 15126.2, subd. (d).) Many agencies are familiar with the analysis of growth inducing impacts associated with water, sewer, and other infrastructure. This technical advisory addresses growth that may be expected from roadway expansion projects.

Because a roadway expansion project can induce substantial VMT, incorporating quantitative estimates of induced VMT is critical to calculating both transportation and other impacts of these projects. Induced travel also has the potential to reduce or eliminate congestion relief benefits. An accurate estimate of induced travel is needed to accurately weigh costs and benefits of a highway capacity expansion project.

The effect of a transportation project on vehicle travel should be estimated using the "change in total VMT" method described in *Appendix 1*. This means that an assessment of total VMT without the project and an assessment with the project should be made; the difference between the two is the amount of VMT attributable to the project. The assessment should cover the full area in which driving patterns are expected to change. As with other types of projects, the VMT estimation should not be truncated at a modeling or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary.

Transit and Active Transportation Projects

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

Roadway Projects

Reducing roadway capacity (for example, by removing or repurposing motor vehicle travel lanes) will generally reduce VMT and therefore is presumed to cause a less-than-significant impact on transportation. Generally, no transportation analysis is needed for such projects.

Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. For the types of projects previously indicated as likely to lead to additional vehicle travel, an estimate should be made of the change in vehicle travel resulting from the project.

For projects that increase roadway capacity, lead agencies can evaluate induced travel quantitatively by applying the results of existing studies that examine the magnitude of the increase of VMT resulting from a given increase in lane miles. These studies estimate the percent change in VMT for every percent change in miles to the roadway system (i.e., "elasticity").[35] Given that lead agencies have discretion in choosing their methodology, and the studies on induced travel reveal a range of elasticities, lead agencies may appropriately apply professional judgment in studying the transportation effects of a particular project. The most recent major study, estimates an elasticity of 1.0, meaning that every percent change in lane miles results in a one percent increase in VMT.[36]

To estimate VMT impacts from roadway expansion projects:

1. Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).
2. Determine the percent change in total lane miles that will result from the project.
3. Determine the total existing VMT over that same area.
4. Multiply the percent increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:

[% increase in lane miles] x [existing VMT] x [elasticity] = [VMT resulting from the project]

A National Center for Sustainable Transportation tool can be used to apply this method: https://ncst.ucdavis.edu/research/tools

This method would not be suitable for rural (non-MPO) locations in the state which are neither congested nor projected to become congested. It also may not be suitable for a new road that provides new connectivity across a barrier (e.g., a bridge across a river) if it would be expected to substantially

[35] See U.C. Davis, Institute for Transportation Studies (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*; Boarnet and Handy (Sept. 2014) *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Air Resources Board Policy Brief, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.
[36] See Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at http://www.nber.org/papers/w15376.

shorten existing trips. If it is likely to be substantial, the trips-shortening effect should be examined explicitly.

The effects of roadway capacity on vehicle travel can also be applied at a programmatic level. For example, in a regional planning process the lead agency can use that program-level analysis to streamline later project-level analysis. (See CEQA Guidelines, § 15168.) A program-level analysis of VMT should include effects of the program on land use patterns, and the VMT that results from those land use effects. In order for a program-level document to adequately analyze potential induced demand from a project or program of roadway capacity expansion, lead agencies cannot assume a fixed land use pattern (i.e., a land use pattern that does not vary in response to the provision of roadway capacity). A proper analysis should account for land use investment and development pattern changes that react in a reasonable manner to changes in accessibility created by transportation infrastructure investments (whether at the project or program level).

Mitigation and Alternatives

Induced VMT has the potential to reduce or eliminate congestion relief benefits, increase VMT, and increase other environmental impacts that result from vehicle travel.[37] If those effects are significant, the lead agency will need to consider mitigation or alternatives. In the context of increased travel that is induced by capacity increases, appropriate mitigation and alternatives that a lead agency might consider include the following:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to HOV or HOT lanes
- Implementing or funding off-site travel demand management
- Implementing Intelligent Transportation Systems (ITS) strategies to improve passenger throughput on existing lanes

Tolling and other management strategies can have the additional benefit of preventing congestion and maintaining free-flow conditions, conferring substantial benefits to road users as discussed above.

G. Analyzing Other Impacts Related to Transportation

While requiring a change in the methodology of assessing transportation impacts, Public Resources Code section 21099 notes that this change "does not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation." OPR expects that lead agencies will continue to

[37] See National Center for Sustainable Transportation (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, available at http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf; see Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at http://www.nber.org/papers/w15376.

address mobile source emissions in the air quality and noise sections of an environmental document and the corresponding studies that support the analysis in those sections. Lead agencies should continue to address environmental impacts of a proposed project pursuant to CEQA's requirements, using a format that is appropriate for their particular project.

Because safety concerns result from many different factors, they are best addressed at a programmatic level (i.e., in a general plan or regional transportation plan) in cooperation with local governments, metropolitan planning organizations, and, where the state highway system is involved, the California Department of Transportation. In most cases, such an analysis would not be appropriate on a project-by-project basis. Increases in traffic volumes at a particular location resulting from a project typically cannot be estimated with sufficient accuracy or precision to provide useful information for an analysis of safety concerns. Moreover, an array of factors affect travel demand (e.g., strength of the local economy, price of gasoline), causing substantial additional uncertainty. Appendix B of OPR's General Plan Guidelines summarizes research which could be used to guide a programmatic analysis under CEQA. Lead agencies should note that automobile congestion or delay does not constitute a significant environmental impact (Pub. Resources Code, §21099(b)(2)), and safety should not be used as a proxy for road capacity.

H. VMT Mitigation and Alternatives

When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact. (Pub. Resources Code, § 21002.1, subd. (a).) Additionally, CEQA requires that an environmental impact report identify feasible alternatives that could avoid or substantially reduce a project's significant environmental impacts.

Indeed, the California Court of Appeal recently held that a long-term regional transportation plan was deficient for failing to discuss an alternative which could significantly reduce total vehicle miles traveled. In *Cleveland National Forest Foundation v. San Diego Association of Governments, et al.* (2017) 17 Cal.App.5th 413, the court found that omission "inexplicable" given the lead agency's "acknowledgment in its Climate Action Strategy that the state's efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced." (*Cleveland National Forest Foundation*, *supra*, 17 Cal.App.5th at p. 436.) Additionally, the court noted that the project alternatives focused primarily on congestion relief even though "the [regional] transportation plan is a long-term and congestion relief is not necessarily an effective long-term strategy." (*Id.* at p. 437.) The court concluded its discussion of the alternatives analysis by stating: "Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR's exclusion of an alternative focused primarily on significantly reducing vehicle trips." (*Ibid*.)

Several examples of potential mitigation measures and alternatives to reduce VMT are described below. However, the selection of particular mitigation measures and alternatives are left to the discretion of

the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts, if any. Further, OPR expects that agencies will continue to innovate and find new ways to reduce vehicular travel.

Potential measures to reduce vehicle miles traveled include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement roadway pricing.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Notably, because VMT is largely a regional impact, regional VMT-reduction programs may be an appropriate form of mitigation. In lieu fees have been found to be valid mitigation where there is both a commitment to pay fees and evidence that mitigation will actually occur. (*Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 140-141; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727–728.) Fee programs are particularly useful to address cumulative impacts. (CEQA Guidelines, § 15130, subd. (a)(3) [a "project's incremental contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact"].) The mitigation program must undergo CEQA evaluation, either on the program as a whole, or the in-lieu fees or other mitigation must be evaluated

on a project-specific basis. (*California Native Plant Society v. County of El Dorado* (2009) 170 Cal.App.4th 1026.) That CEQA evaluation could be part of a larger program, such as a regional transportation plan, analyzed in a Program EIR. (CEQA Guidelines, § 15168.)

Examples of project alternatives that may reduce vehicle miles traveled include, but are not limited to:

- Locate the project in an area of the region that already exhibits low VMT.
- Locate the project near transit.
- Increase project density.
- Increase the mix of uses within the project or within the project's surroundings.
- Increase connectivity and/or intersection density on the project site.
- Deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes.

Appendix 1. Considerations About Which VMT to Count

Consistent with the obligation to make a good faith effort to disclose the environmental consequences of a project, lead agencies have discretion to choose the most appropriate methodology to evaluate project impacts.[38] A lead agency can evaluate a project's effect on VMT in numerous ways. The purpose of this document is to provide technical considerations in determining which methodology may be most useful for various project types.

Background on Estimating Vehicle Miles Traveled

Before discussing specific methodological recommendations, this section provides a brief overview of modeling and counting VMT, including some key terminology.

Here is an illustrative example of some methods of estimating vehicle miles traveled. Consider the following hypothetical travel day (all by automobile):

1. Residence to Coffee Shop
2. Coffee Shop to Work
3. Work to Sandwich Shop
4. Sandwich Shop to Work
5. Work to Residence
6. Residence to Store
7. Store to Residence

Trip-based assessment of a project's effect on travel behavior counts VMT from individual trips to and from the project. It is the most basic, and traditionally the most common, method of counting VMT. A trip-based VMT assessment of the residence in the above example would consider segments 1, 5, 6 and 7. For residential projects, the sum of home-based trips is called *home-based* VMT.

A *tour-based* assessment counts the entire home-back-to-home tour that includes the project. A tour-based VMT assessment of the residence in the above example would consider segments 1, 2, 3, 4, and 5 in one tour, and 6 and 7 in a second tour. A tour-based assessment of the workplace would include segments 1, 2, 3, 4, and 5. Together, all tours comprise *household* VMT.

[38] The California Supreme Court has explained that when an agency has prepared an environmental impact report:

> [T]he issue is not whether the [lead agency's] studies are irrefutable or whether they could have been better. The relevant issue is only whether the studies are sufficiently credible to be considered as part of the total evidence that supports the [lead agency's] finding[.]

(*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 409; see also *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 372.)

Both trip- and tour-based assessments can be used as measures of transportation efficiency, using denominators such as per capita, per employee, or per person-trip.

Trip- and Tour-based Assessment of VMT

As illustrated above, a tour-based assessment of VMT is a more complete characterization of a project's effect on VMT. In many cases, a project affects travel behavior beyond the first destination. The location and characteristics of the home and workplace will often be the main drivers of VMT. For example, a residential or office development located near high quality transit will likely lead to some commute trips utilizing transit, affecting mode choice on the rest of the tour.

Characteristics of an office project can also affect an employee's VMT beyond the work tour. For example, a workplace located at the urban periphery, far from transit, can require an employee to own a car, which in turn affects the entirety of an employee's travel behavior and VMT. For this reason, when estimating the effect of an office development on VMT, it may be appropriate to consider total employee VMT if data and tools, such as tour-based models, are available. This is consistent with CEQA's requirement to evaluate both direct and *indirect* effects of a project. (See CEQA Guidelines, § 15064, subd. (d)(2).)

Assessing Change in Total VMT

A third method, estimating the *change in total VMT* with and without the project, can evaluate whether a project is likely to divert existing trips, and what the effect of those diversions will be on total VMT. This method answers the question, "What is the net effect of the project on area VMT?" As an illustration, assessing the total change in VMT for a grocery store built in a food desert that diverts trips from more distant stores could reveal a net VMT reduction. The analysis should address the full area over which the project affects travel behavior, even if the effect on travel behavior crosses political boundaries.

Using Models to Estimate VMT

Travel demand models, sketch models, spreadsheet models, research, and data can all be used to calculate and estimate VMT (see Appendix F of the preliminary discussion draft). To the extent possible, lead agencies should choose models that have sensitivity to features of the project that affect VMT. Those tools and resources can also assist in establishing thresholds of significance and estimating VMT reduction attributable to mitigation measures and project alternatives. When using models and tools for those various purposes, agencies should use comparable data and methods, in order to set up an "apples-to-apples" comparison between thresholds, VMT estimates, and VMT mitigation estimates.

Models can work together. For example, agencies can use travel demand models or survey data to estimate existing trip lengths and input those into sketch models such as CalEEMod to achieve more

accurate results. Whenever possible, agencies should input localized trip lengths into a sketch model to tailor the analysis to the project location. However, in doing so, agencies should be careful to avoid double counting if the sketch model includes other inputs or toggles that are proxies for trip length (e.g., distance to city center). Generally, if an agency changes any sketch model defaults, it should record and report those changes for transparency of analysis. Again, trip length data should come from the same source as data used to calculate thresholds to be sure of an "apples-to-apples" comparison.

Additional background information regarding travel demand models is available in the California Transportation Commission's "2010 Regional Transportation Plan Guidelines," beginning at page 35.

Appendix 2. Induced Travel: Mechanisms, Research, and Additional Assessment Approaches

Induced travel occurs where roadway capacity is expanded in an area of present or projected future congestion. The effect typically manifests over several years. Lower travel times make the modified facility more attractive to travelers, resulting in the following trip-making changes:

- **Longer trips.** The ability to travel a long distance in a shorter time increases the attractiveness of destinations that are farther away, increasing trip length and vehicle travel.
- **Changes in mode choice.** When transportation investments are devoted to reducing automobile travel time, travelers tend to shift toward automobile use from other modes, which increases vehicle travel.
- **Route changes.** Faster travel times on a route attract more drivers to that route from other routes, which can increase or decrease vehicle travel depending on whether it shortens or lengthens trips.
- **Newly generated trips.** Increasing travel speeds can induce additional trips, which increases vehicle travel. For example, an individual who previously telecommuted or purchased goods on the internet might choose to accomplish those tasks via automobile trips as a result of increased speeds.
- **Land Use Changes.** Faster travel times along a corridor lead to land development farther along that corridor; that new development generates and attracts longer trips, which increases vehicle travel. Over several years, this induced growth component of induced vehicle travel can be substantial, making it critical to include in analyses.

Each of these effects has implications for the total amount of vehicle travel. These effects operate over different time scales. For example, changes in mode choice might occur immediately, while land use changes typically take a few years or longer. CEQA requires lead agencies to analyze both short-term and long-term effects.

Evidence of Induced Vehicle Travel. A large number of peer reviewed studies[39] have demonstrated a causal link between highway capacity increases and VMT increases. Many provide quantitative estimates of the magnitude of the induced VMT phenomenon. Collectively, they provide high quality evidence of the existence and magnitude of the induced travel effect.

[39] See, e.g., Boarnet and Handy (Sept. 2014) Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions, California Air Resources Board Policy Brief, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf; National Center for Sustainable Transportation (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, available at http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf.

Most of these studies express the amount of induced vehicle travel as an "elasticity," which is a multiplier that describes the additional vehicle travel resulting from an additional lane mile of roadway capacity added. For example, an elasticity of 0.6 would signify an 0.6 percent increase in vehicle travel for every 1.0 percent increase in lane miles. Many of these studies distinguish "short run elasticity" (increase in vehicle travel in the first few years) from "long run elasticity" (increase in vehicle travel beyond the first few years). Long run elasticity is larger than short run elasticity, because as time passes, more of the components of induced vehicle travel materialize. Generally, short run elasticity can be thought of as excluding the effects of land use change, while long run elasticity includes them. Most studies find a long run elasticity between 0.6 and just over 1.0,[40] meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. The most recent major study finds the elasticity of vehicle travel by lanes miles added to be 1.03; in other words, each percent increase in lane miles results in a 1.03 percent increase in vehicle travel.[41] (An elasticity greater than 1.0 can occur because new lanes induce vehicle travel that spills beyond the project location.) In CEQA analysis, the long-run elasticity should be used, as it captures the full effect of the project rather than just the early-stage effect.

Quantifying Induced Vehicle Travel Using Models. Lead agencies can generally achieve the most accurate assessment of induced vehicle travel resulting from roadway capacity increasing projects by applying elasticities from the academic literature, because those estimates include vehicle travel resulting from induced land use. If a lead agency chooses to use a travel demand model, additional analysis would be needed to account for induced land use. This section describes some approaches to undertaking that additional analysis.

Proper use of a travel demand model can capture the following components of induced VMT:

- Trip length (generally increases VMT)
- Mode shift (generally shifts from other modes toward automobile use, increasing VMT)
- Route changes (can act to increase or decrease VMT)
- Newly generated trips (generally increases VMT)
    - Note that not all travel demand models have sensitivity to this factor, so an off-model estimate may be necessary if this effect could be substantial.

However, estimating long-run induced VMT also requires an estimate of the project's effects on land use. This component of the analysis is important because it has the potential to be a large component of

[40] See Boarnet and Handy (Sept. 2014) *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Air Resources Board Policy Brief, p. 2, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.

[41] Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at http://www.nber.org/papers/w15376.

the overall induced travel effect. Options for estimating and incorporating the VMT effects that are caused by the subsequent land use changes include:

1. *Employ an expert panel.* An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.
2. *Adjust model results to align with the empirical research.* If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.
3. *Employ a land use model, running it iteratively with a travel demand model.* A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.

A project which provides new connectivity across a barrier, such as a new bridge across a river, may provide a shortened path between existing origins and destinations, thereby shortening existing trips. In rare cases, this trip-shortening effect might be substantial enough to reduce the amount of vehicle travel resulting from the project below the range found in the elasticities in the academic literature, or even lead a net reduction in vehicle travel overall. In such cases, the trip-shortening effect could be examined explicitly.

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.

APPENDIX B – Middletown Trolley Timetable

Published on *San Diego Metropolitan Transit System* (https://www.sdmts.com)

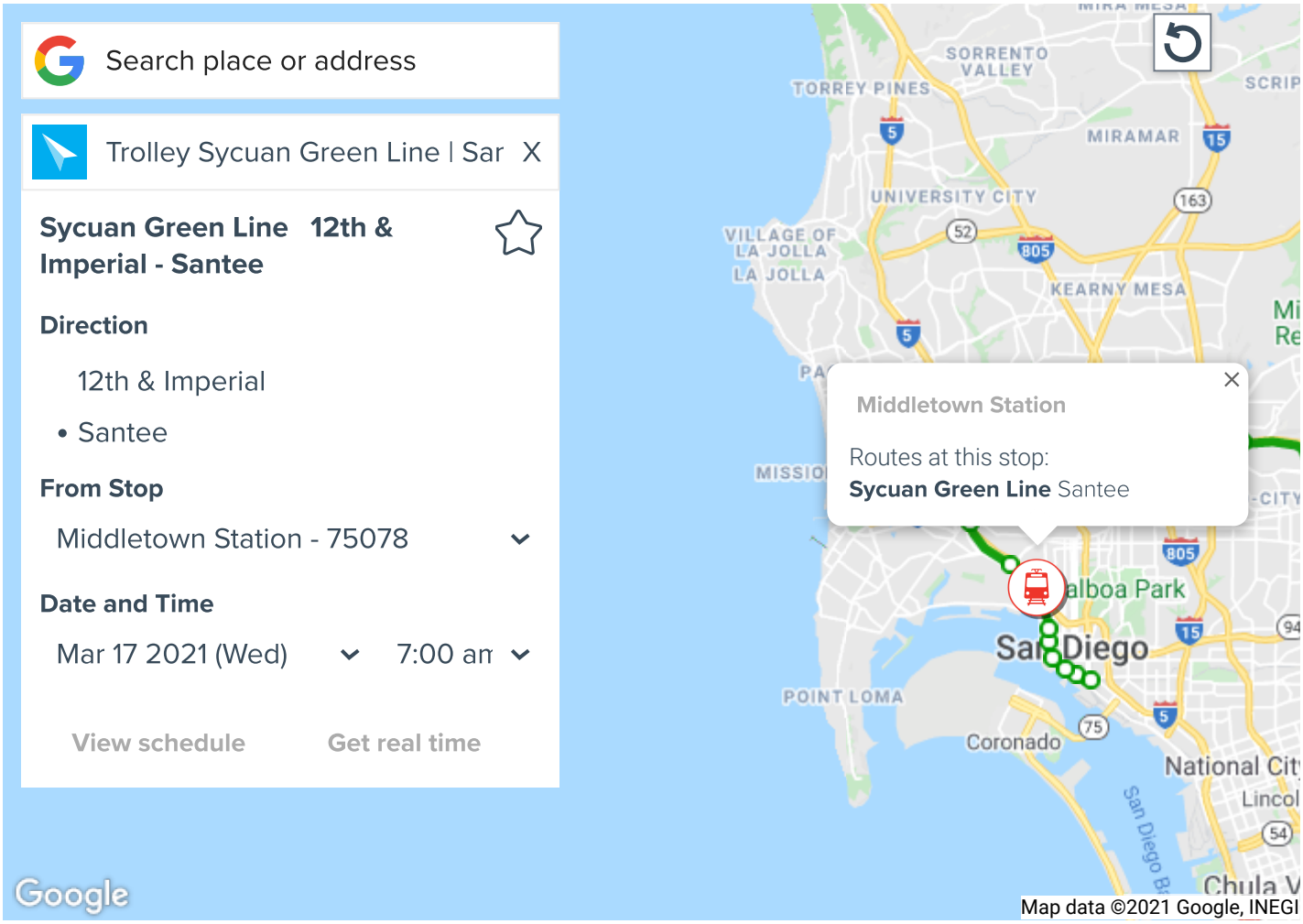
Schedules & Real Time

Search for Schedules and Real Time by Bus Route, Trolley Line, Stop Number or Location

Real time arrivals are estimates based on GPS data. Please plan to arrive at your stop a few minutes early.

Due to a significantly reduced campus population, the extra trips noted on the printed and PDF timetable as operating on school days only will not operate during the Fall 2020 session on Routes 41, 44, 201/202, 709, 712, 854.

Related Links:
How To Find a Schedule [1]



Schedule: Mar 17 2021 (Wed)

Sycuan Green Line 12th & Imperial - Santee

View PDF Timetable

Time	Stop	Destination
7:02am	Middletown Station	Santee

7:17am	Middletown Station	Santee
7:32am	Middletown Station	Santee
7:47am	Middletown Station	Santee
8:02am	Middletown Station	Santee
8:17am	Middletown Station	Santee
8:32am	Middletown Station	Santee
8:47am	Middletown Station	Santee
9:02am	Middletown Station	Santee
9:17am	Middletown Station	Santee
9:32am	Middletown Station	Santee

SHOW EARLIER SHOW MORE

Source URL: https://www.sdmts.com/schedules-real-time?fragment=green_line

Links
[1] https://www.sdmts.com/inside-mts/mts-express/how-schedules-real-time

Published on *San Diego Metropolitan Transit System* (https://www.sdmts.com)

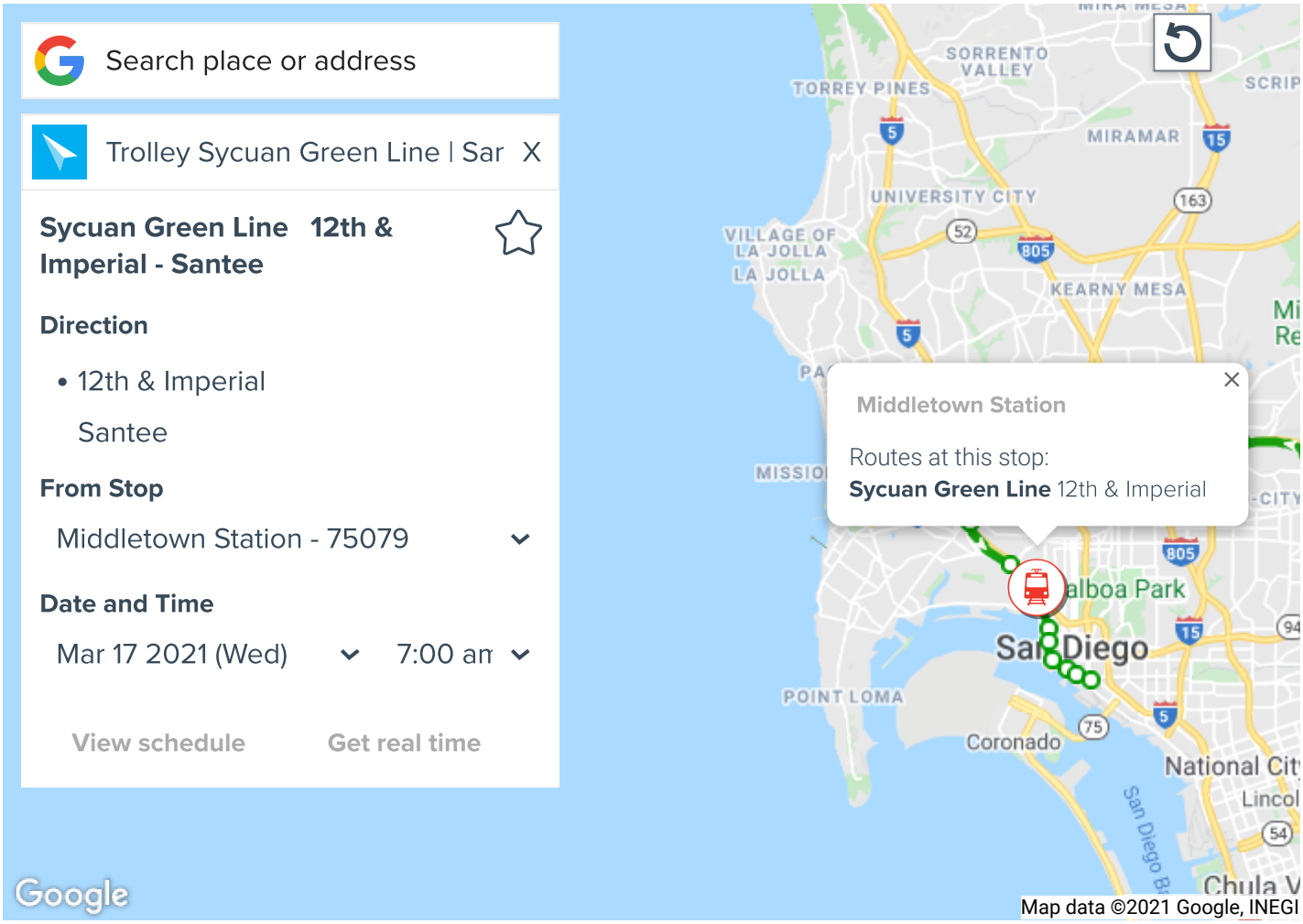
Schedules & Real Time

Search for Schedules and Real Time by Bus Route, Trolley Line, Stop Number or Location

Real time arrivals are estimates based on GPS data. Please plan to arrive at your stop a few minutes early.

Due to a significantly reduced campus population, the extra trips noted on the printed and PDF timetable as operating on school days only will not operate during the Fall 2020 session on Routes 41, 44, 201/202, 709, 712, 854.

Related Links:
How To Find a Schedule [1]



Schedule: Mar 17 2021 (Wed)

Sycuan Green Line 12th & Imperial - Santee

View PDF Timetable

Time	Stop	Destination
7:12am	Middletown Station	12th & Imperial

7:27am	Middletown Station	12th & Imperial
7:42am	Middletown Station	12th & Imperial
7:57am	Middletown Station	12th & Imperial
8:12am	Middletown Station	12th & Imperial
8:27am	Middletown Station	12th & Imperial
8:42am	Middletown Station	12th & Imperial
8:57am	Middletown Station	12th & Imperial
9:12am	Middletown Station	12th & Imperial
9:27am	Middletown Station	12th & Imperial
9:42am	Middletown Station	12th & Imperial

SHOW EARLIER SHOW MORE

Source URL: https://www.sdmts.com/schedules-real-time?fragment=green_line

Links
[1] https://www.sdmts.com/inside-mts/mts-express/how-schedules-real-time

Appendix H

Parking Analysis Technical Memorandum

CHEN RYAN

Technical Memorandum

TO: Andrew Martin, Senior Environmental Planner; Ascent

FROM: Jonathan Sanchez, PE; Chen Ryan Associates
Cristian Belmudez; Chen Ryan Associates

DATE: March 24, 2021

RE: STAY OPEN San Diego Project – Parking Analysis Technical Memorandum

---

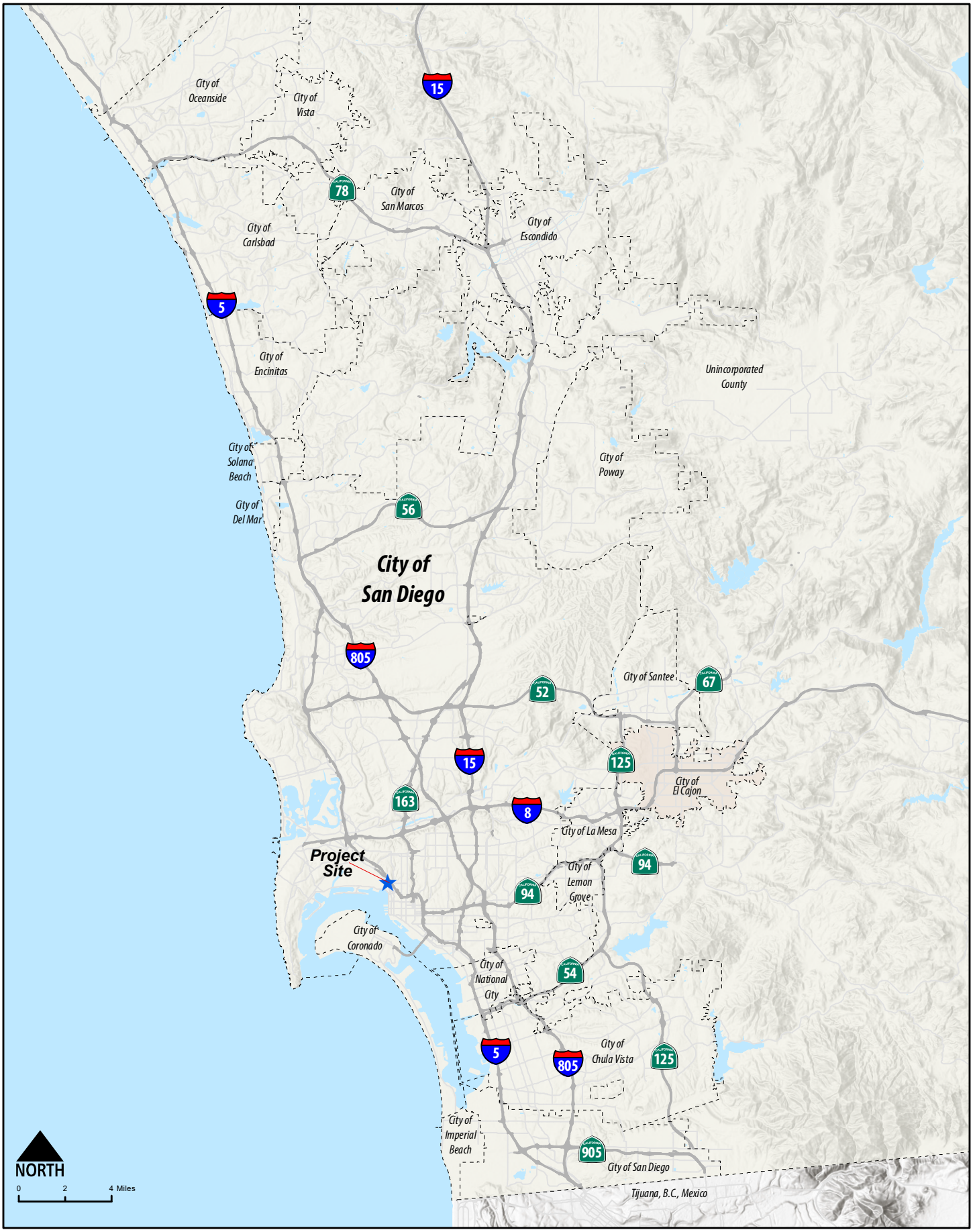
The purpose of this technical memorandum is to document the results of a parking analysis conducted for the proposed STAY OPEN San Diego Project (Proposed Project). The parking analysis determines if the Proposed Project will meet the minimum parking requirements per the Tidelands Parking Guidelines – San Diego Unified Port District January 5, 2001 (Tidelands Parking Guidelines).

Background

The STAY OPEN San Diego Project proposes to develop the southern half of the existing San Diego Unified Port District (the District) Annex Building and part of the associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel. The Proposed Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and 49,000 square foot landscaped parking area which would include the following components:

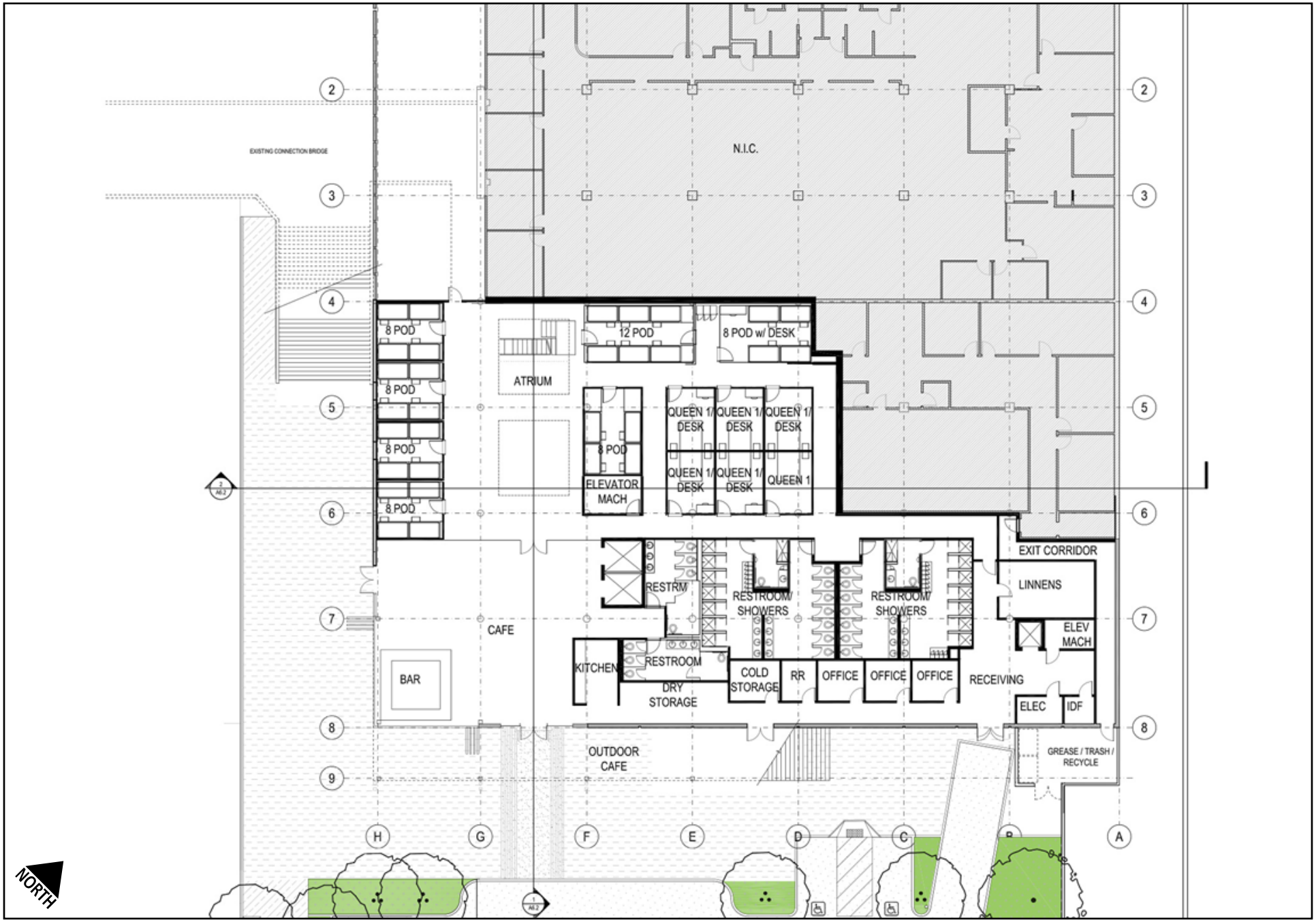
- A lobby indoor/outdoor bar and café with tables and benches (286 maximum seating capacity);
- A rooftop restaurant and bar with tables and benches (179 maximum seating capacity);
- Lower cost overnight accommodation options including 226 PODs in shared rooms, 17 beds in private rooms with and without bathrooms, and shared bathroom facilities; and
- Parking stalls for hotel and restaurant guests, overnight campervan rentals, and designated parking for shared transportation vehicles including scooters and bicycles.

Access to the Proposed Project will be provided along Pacific Highway. **Figure 1** displays the Proposed Project's regional location, while **Figure 2** provides the site plan.



Stay Open San Diego Hotel
Technical Memorandum
CHEN RYAN

Figure 1
Proposed Project Regional Location



Stay Open San Diego Project
Technical Memorandum
CHEN RYAN

Figure 2
Project Site Plan

Parking Supply

On-site parking will be provided for both hotel and restaurant guests as well as overnight parking for campervan guests. **Table 1** displays the vehicle and motorcycle spaces that the Proposed Project would provide.

Table 1 Proposed Project Parking Spaces

Parking Stall Type	Quantity
Standard	64
ADA-compliant	5
Electric Vehicle	7
Campervan	9
Total Vehicle Parking	**85**
Motorcycle	6

Source: STAY OPEN, LLC., March 2021.

As shown in Table 1, the Proposed Project proposes to provide a total of 85 vehicle parking spaces and 6 motorcycle spaces.

Parking Requirements

Parking rates for the Proposed Project's hotel and hotel restaurant features were obtained from Table 1 of the Tidelands Parking Guidelines - Planning District 2 (Harbor Island). These guidelines provide parking rates for new developments located within the District. However, the Tidelands Parking Guidelines do not have parking rates for Pods, therefore, the "Hotel in districts other than Neighborhood Commercial" land use parking rate was obtained from the City of San Francisco Municipal Code (SFMC), Article 1.5: Off-Street Parking and Loading, Section 151 for this project feature. This land use category was deemed appropriate because Neighborhood Commercial neighborhoods are identified in the SFMC as neighborhoods with a mixed-use characteristic (residential & commercial) and the Proposed Project does not have a residential component.

The parking rate identified in the SFMC for a Hotel is has a minimum of zero parking spaces (none required) with a maximum of 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23. However, based on the location of the project site as well as the characteristics of the Pods feature of the project which is intended to provide lower cost overnight accommodations when compared to a hotel, a parking rate of one (1) parking space for each 16 guest bedrooms where the number of guest bedrooms exceeds 23 was utilized. **Attachment A** provides relevant excerpt of the Tidelands Parking Guidelines and San Francisco Municipal Code. **Table 2** displays the unadjusted parking demand for the Proposed Project.

Table 2 Parking Demand – Unadjusted

Land Use	Units	Rate	Min # of Auto Spaces (Base)
Hotel	17 Rooms	0.6 / Room	11
Pods	226 Pods	0.0625 / Bed[1]	21
Hotel Restaurant	465 Seats	0.12 / Seat[2]	56
		Total Unadjusted	**82**

Source: Tidelands Parking Guidelines – San Diego Unified Port District (January 5, 2011)

Notes:
[1]City of San Francisco Municipal Code, Article 1.5: Off-Street Parking and Loading, Section 151.
[2]Parking requirements calculated utilizing number of seats as this is a more accurate indicator of the number of people expected to drive to the project site considering the higher population density surroundings and access to mass transit (trolley).

As shown in Table 2, the Proposed Project's unadjusted parking demand includes 26 hotel/pod parking spaces and 56 hotel restaurant parking spaces.

In accordance with Table 2 of the Tidelands Parking Guidelines, based on the Proposed Project's features and location, adjustment factors were applied to the above parking demand displayed in Table 2 of this memorandum. **Table 3** displays the Proposed Project's unadjusted demand, as well as the assumed adjustment factors used to develop the final adjusted parking demand.

Table 3 Parking Demand Adjustments

Adjustment	Hotel / Pods		Hotel Restaurant		Notes
	Percent	Change	Percent	Change	
Parking Rate (Unadjusted)	100%	26	100%	56	See Table 2.
Proximity to Transit	-3%	-1	-3%	-2	Full credit for Harbor Island.
Access to Airport	-5%	-1	-5%	-3	Full credit for Harbor Island.
Shared Parking Potential	0%	0	0%	0	
Proximity to Public Waterfront Amenities for Public Access	0%	0	0%	0	Project is not near the water.
Displacement of Existing Parking	0%	0	0%	0	Parking lot is not considered public parking and existing building is vacant.
Existing Parking Shortfall/Surplus	0%	0	0%	0	Assuming no parking demand in adjacent parking lot.
Employee Trip Reduction Programs	0%	0	0%	0	None.
Dedicated Airport Shuttle Service	-5%	-1	0%	0	Rental car shuttle will provide service to the airport.
Dedicated Water Transportation Service	0%	0	0%	0	Proposed Project is not near the water.
Subtotal	**-**	**23**	**-**	**51**	
Total Adjusted Parking Demand		**74**			

Source: Tidelands Parking Guidelines – San Diego Unified Port District (January 5, 2011)

As shown in Table 3, based on the Proposed Project's features and location, the parking demand is 74 parking spaces. Therefore, per the Tidelands Parking Guidelines, the Proposed Project is required to provide a minimum of 74 parking spaces.

Conclusion

Based on the results of the parking analysis described above, the Proposed Project is required to provide a minimum of 74 parking spaces to meet its parking demand. The Proposed Project will provide 85 vehicle parking spaces. Therefore, the Proposed Project exceeds the minimum parking requirement and no additional parking spaces are required.

Attachment A
Tidelands Parking Guidelines & SFMC

Table 1
Suggested Base Unadjusted Parking Demand Rates by District [1]

Land Use	Unit	Harbor Island	Shelter Island	North Embarcadero[2] [7]	South Embarcadero	Coronado	South Bay[3]
Restaurant	Seat[4]	0.25	0.25	0.14	0.13	0.25	0.25
Restaurant	ksf [5]	9.3	9.3	9.3	-	9.3	9.3
Marine Sales/Service	ksf	3.9	3.9	3.9	-	3.9	3.9
Marina	slip	1.0	1.0	0.4	0.33	1.0	1.0
Retail	ksf	4.7	4.7	4.7	2.8	4.7	4.7
Office	ksf	2.8	2.8	2.8	-	2.8	2.8
Hotel Uses							
Hotel	room	0.6	1.1	0.7	0.5	1.0	1.1
Hotel Restaurant	Seat[4]	0.12	0.14	0.14	0.13	0.11	(6)
Hotel Restaurant	ksf [5]	8.0	9.3	8.5	-	7.3	(6)
Hotel Conference	ksf	1.2	1.7	1.4	1.55	1.6	(6)
Hotel Dock Slip	berth	0.4	0.4	0.4	0.33	0.3	(6)
Hotel Retail	ksf	2.50	3.0	2.7	2.8	2.2	(6)

Notes:

[1] The parking rates provided in these guidelines may not agree with those of the local jurisdictions adjacent to each of the Tidelands districts. This is because the Tidelands parking rates reflect the specific characteristics of waterfront-oriented uses and developments, whereas a local city's parking requirements are meant to be applied on a broad city-wide basis.

[2] The parking rates provided in these guidelines differ somewhat from those in the North Embarcadero Alliance Visionary Plan. The parking rates in the Visionary Plan were intended as a planning tool to guide the long range development plans of the area, where as the parking rates in these guidelines are intended for immediate application to specific development projects in the North Embarcadero.

[3] South Bay includes National City, Chula Vista and Imperial Beach.

[4] The area-to-seat ratio for restaurants is assumed to be approximately 15 s.f. per seat.

[5] The square footage of restaurants represents the "gross" area of the building footprint, which includes everything such as a kitchen.

[6] A composite parking demand rate for all uses in a hotel is used for this district which is reflected in the per room rate above.

[7] For the South Embarcadero and Seaport Village consult the following documents (excerpts attached): Tidelands Parking Study Embarcadero Area, Wilbur Smith Associates, September 20, 1995; Seaport Village parking ratios shown in attached table.

SEC. 151. SCHEDULE OF REQUIRED OFF-STREET PARKING SPACES.

(a) **Applicability.** Off-street parking spaces shall be provided in the minimum quantities specified in Table 151, except as otherwise provided in Section 151.1 and Section 161 of this Code. Where the building or lot contains uses in more than one of the categories listed, parking requirements shall be calculated in the manner provided in Section 153 of this Code. Where off-street parking is provided which exceeds certain amounts in relation to the quantities specified in Table 151, as set forth in subsection (c), such parking shall be classified not as accessory parking but as either a Principal or a Conditional Use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a Conditional Use for any such parking, due to the amount being provided, the Planning Commission shall consider the criteria set forth in Section 303(t) or 303(u) of this Code. Minimum off-street parking requirements shall be reduced, to the extent needed, when such reduction is part of a Development Project's compliance with the Transportation Demand Management Program set forth in Section 169 of this Code.

(b) **Minimum Parking Required.**

Table 151

OFF-STREET PARKING SPACES REQUIRED

Use or Activity	Number of Off-Street Parking Spaces Required
RESIDENTIAL USES	
Dwelling	None required. P up to 1.5 parking spaces for each Dwelling Unit.
Dwelling, in the Telegraph Hill - North Beach Residential Special Use District	None required. P up to 0.5 parking spaces for each Dwelling Unit, subject to the controls and procedures of Section 249.49(c) and Section 155(t); NP above preceding ratio.
Dwelling, in the Polk Street Neighborhood Commercial District	None required. P up to 0.5 parking spaces for each Dwelling Unit; NP above preceding ratio.
Dwelling, in the Pacific Avenue Neighborhood Commercial District	None required. P up to 0.5 parking spaces for each Dwelling Unit; C up to one car for each Dwelling Unit; NP above preceding ratios.
Group Housing of any kind	None required.
NON-RESIDENTIAL USES	
Agricultural Use Category	
Agricultural Uses*	None required
Greenhouse	None required. Maximum 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Automotive Use Category	
Automotive Uses	None required.
Entertainment, Arts and Recreation Use Category	

Entertainment, Arts and Recreation Uses*	None required. Maximum 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Arts Activities, except theater or auditorium spaces	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet.
Sports Stadium	None required. Maximum 1.5 parking spaces for each 15 seats.
Theater or auditorium	None required. Maximum 1.5 parking spaces for each 8 seats up to 1,000 seats where the number of seats exceeds 50 seats, plus 1.5 parking spaces for each 10 seats in excess of 1,000.
Industrial Use Category	
Industrial Uses*	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.
Live/Work Units	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet, except in RH or RM Districts, within which the requirement shall be one space for each Live/Work Unit.
Institutional Uses Category	
Institutional Uses*	None required.
Child Care Facility	None required. Maximum 1.5 parking spaces for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
Hospital	None required. Maximum 1.5 parking spaces for each 8 beds excluding bassinets or for each 2,400 square feet of Occupied Floor Area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.
Post-Secondary Educational Institution	None required. Maximum 1.5 parking spaces for each two classrooms.
Religious Institution	None required. Maximum 1.5 parking spaces for each 20 seats by which the number of seats in the main auditorium exceeds 200.
Residential Care Facility	None required. Maximum in RH-1 and RH-2 Districts, 1.5 parking spaces for each 10 beds where the number of beds exceeds nine.
School	None required. Maximum 1.5 parking spaces for each six classrooms.
Trade School	None required. Maximum 1.5 parking spaces for each two classrooms.
Sales and Service Category	
Retail Sales and Services*	None required. Maximum 1.5 parking spaces for each 500 square feet of Occupied Floor Area up to 20,000 where the

	Occupied Floor Area exceeds 5,000 square feet, plus 1.5 spaces for each 250 square feet of Occupied Floor Area in excess of 20,000.
Eating and Drinking Uses	None required. Maximum 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Health Services	None required. Maximum 1.5 parking spaces for each 300 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Hotel in NC Districts	None required. Maximum 1.2 parking spaces for each guest bedroom.
Hotel in districts other than NC	None required. Maximum 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's Dwelling Unit, if any.
Mortuary	Eight
Motel	None required. Maximum 1.5 parking spaces for each guest unit, plus one for the manager's Dwelling Unit, if any.
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	None required. Maximum 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Retail Greenhouse or plant nursery	None required. Maximum 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Self-Storage	None required. Maximum 1.5 parking spaces for every three self-storage units.
Non-Retail Sales and Services*	None required. Maximum 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Commercial Storage or Wholesale Storage	None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.
Office	None required. Maximum 1.5 parking spaces for each 500 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Utility and Infrastructure Category	
Utility and infrastructure uses	None required.

* Not listed below

(c) Where no parking is required for a use by this Section 151, the maximum permitted shall be one space per 2,000 square feet of Occupied Floor Area of use, three spaces where the use or activity has zero Occupied Floor Area or the maximum specified elsewhere in this Section.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 69-87, App. 3/13/87; Ord. 445-87, App. 11/12/87; Ord. 537-88, App. 12/16/88; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90; Ord. 32-91, App. 1/25/91; Ord. 368-94, App. 11/4/94; Ord. 217-05, File No. 050865, App. 8/19/2005; Ord. 129-06, File No, 060372, App. 6/22/2006; Ord. 112-08, File No. 080095, App. 6/30/2008; Ord. 51-09, File No. 081620, App. 4/2/2009; Ord. 77-10, File No. 091165, App. 4/16/2010; Ord. 109-11, File No. 101350, App. 6/29/2011, Eff. 7/29/2011; Ord. 232-14 , File No. 120881, App. 11/26/2014, Eff. 12/26/2014; Ord. 14-15 , File No. 141210, App. 2/13/2015, Eff. 3/15/2015; Ord. 34-17, File No. 160925, App. 2/17/2017, Eff. 3/19/2017; Ord. 99-17, File No. 170206, App. 5/19/2017, Eff. 6/18/2017; Ord. 196-17, File No. 170419, App. 10/5/2017, Eff. 11/4/2017; Ord.

205-17, File No. 170418, App. 11/3/2017, Eff. 12/3/2017; Ord. 202-18, File No. 180557, App. 8/10/2018, Eff. 9/10/2018; Ord. 311-18, File No. 181028, App. 12/21/2018, Eff. 1/21/2019)

AMENDMENT HISTORY

Introductory paragraph amended and designated division (a); Table 151 amended and designated division (b); Ord. 109-11, Eff. 7/29/2011. Division (a) and (b) amended; division (c) added; Ord. 232-14 , Eff. 12/26/2014. Table 151 amended; Ord. 14-15 , Eff. 3/15/2015. Division (a) amended; Ord. 34-17, Eff. 3/19/2017. Divisions (a), (b), and (c) amended; former divisions (c)(1), (2), (4), and (5) deleted; division (c)(3) amended and redesignated division (c)(1); division (c)(2) added; Ord. 99-17, Eff. 6/18/2017. Division (b) amended; Ord. 196-17, Eff. 11/4/2017. Division (a) and Table 151 amended; Ord. 205-17, Eff. 12/3/2017. Table 151 amended; Ord. 202-18, Eff. 9/10/2018. Table 151 amended; former divisions (c)-(c)(1) deleted; former division (c)(2) redesignated as division (c); Ord. 311-18, Eff. 1/21/2019.

Appendix I

Wastewater and Water Calculations

319 Main Street El Segundo, CA 90245 labibfunk.com

Labib Funk + Associates
Structural | Shoring | Civil Engineers

STAY-OPEN SAN DIEGO
WASTEWATER AND WATER CALCULATIONS
July 6, 2021

PREPARED BY:

LFA Consulting Engineers
319 Main Street
El Segundo, CA 90245

Table of Contents

1. PROJECT DESCRIPTION 1
2. SEWER 1
3. WATER 1
4. CONCLUSION 2

Appendix

Appendix A – Results Tables

Appendix B – Existing Utility Information

Appendix C – City Sewer and Water Design Manuals

1. Project Description

The STAY OPEN San Diego, LLC (STAY OPEN), as the Project proponent, proposes to develop the southern half of the existing San Diego Unified Port District (District) Annex Building (Annex Building) and part of the associated parking lot located at 3125 Pacific Highway, San Diego, CA into the STAY OPEN branded, shared accommodations hotel (Project). The Project includes a two-story, approximately 31,000 square foot STAY OPEN hotel and approximately 49,000 square foot landscaped parking area.

2. Sewer

2.1. Sewer Design Criteria

The design for this sewer study was completed per the design criteria listed in the City of San Diego's Sewer Design Guide, dated May, 2015. All gravity sewers have been evaluated to convey peak wet weather flow when flowing half full.

Waste from the proposed building and the existing Annex building to remain will be conveyed to the existing 14" VCP Sewer Main, located immediately east of the proposed building. Which currently conveys waste from the existing Annex Building.

Manning's Equation with an "n" value of 0.013 was used to analyze the VCP gravity sewer downstream of the proposed project.

2.2. Sewer Flow Projections

The on-site sewer flows projections were determined using the proposed square footage of the hotel site. This has been combined with the existing sewer flows from the existing Annex Building to remain to determine postconstruction flows to the 14" VCP Sewer Main. Results are shown in Appendix A. See Appendix B for the Existing Sewer Information.

3. Water

3.1. Water Design Criteria

The design for this water study was completed per the design criteria listed in the City of San Diego's Water Design Guide.

The existing site is served by a 12" CI Water Main in Pacific Coast Highway. There is currently an existing fire hydrant directly in front of the building and another approximately 250 feet to the east which would provide fire coverage for the proposed building. It is assumed that the fire flow from these hydrants meets the the Fire Demands for Commercial development provided in Table 2-3 (4,000 gpm).

Domestic water demand was analyzed to see if the existing water flow, based on current available flow for fire water, could serve the proposed project.

3.2. Sewer Flow Projections

The on-site, Peak Hour Water Demand was determined using the proposed building squae footage of the hotel site as well as the portion of the Annex building to remain. Results are shown in Appendix A. See Appendix B for the Existing Water Information.

4. Conclusions

The total sewer system peak wet weather flow from to the existing 14" VCP Sanitary Sewer Main east of the proposed project would be 0.022cfs, which equates to a dn/D of 0.05. This is well below the 0.5 minimum per the Sewer Design Guide and, therefore, no upgrades to the existing City sewer system should be required as a result of this project.

The Peak Hour Water Demand for the project is approximately 621 gpm, which is less than the existing 4,000 gpm minimum fire water demand available to the site. Therefore, no upgrades to the existing City water system should be required as a result of this project.

Appendix A – Results Tables

SEWER

Line	From MH	To MH	Zone	Area (sf)	Area (Acres)	Density Converstion (Table 1-1)	Equivalent Population Served	Avg. Dry Weather Flow (gpd)	Dry Weather Peaking Factor	Wet Weather Peaking Factor	Peak Wet Weather Flow (Design Flow)			Line Size D (in)	Design Slope (%)	Normal Depth dn (ft)	dn/D
											gpd	mgd	cfs				
A	292	295	Offices	14,000	0.321	38.2	12.3	982	4.00	1.0	3929	0.003929	0.006				
			Hotel	31,000	0.712	43.7	31.1	2488	4.00	1.0	9952	0.009952	0.015				
													0.022	**14"**	**0.7**	**0.71**	**0.051**

WATER

Zone	Area (sf)	Area (Acres)	Unit Water Demand (Table 2-2)	Avereage Annual Demand	Average Annual Demand	Average Annual Demand	Peak Hour Water Demand (Figure 2-1)	
				gallons/day	gallons/year	acre-ft/year	gallons	gpm
Offices	14,000	0.321	5730	1841.6	672183.2	2.1	11234	187.23
Hotel	31,000	0.712	6555	4664.9	1702704.9	5.2	28456	474.27
						7.3		**661.50**

Worksheet for 14" VCP

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.013	
Channel Slope	0.70000	%
Diameter	14.00	in
Discharge	0.022	cfs

Results

Normal Depth	0.71	in
Flow Area	0.02	ft²
Wetted Perimeter	0.53	ft
Hydraulic Radius	0.46	in
Top Width	0.51	ft
Critical Depth	0.06	ft
Percent Full	5.0	%
Critical Slope	0.00754	ft/ft
Velocity	1.09	ft/s
Velocity Head	0.02	ft
Specific Energy	0.08	ft
Froude Number	0.96	
Maximum Discharge	4.84	ft³/s
Discharge Full	4.50	ft³/s
Slope Full	0.00000	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	in
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	in
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	5.05	%
Downstream Velocity	Infinity	ft/s

Worksheet for 14" VCP

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.71	in
Critical Depth	0.06	ft
Channel Slope	0.70000	%
Critical Slope	0.00754	ft/ft

Appendix B – Existing Utility Information

CompassGIS 3125 PACIFIC HWY, SD Data Correction Form | OpenText | BioMap | IMCAT | Help

1:2000 32°44'07.622" N 117°10'06.449" W

Maxar | City of San Diego | Esri, HERE, Garmin, iPC Powered by Esri

LEGEND

- 4" STL. STUDS M.L. & PLAS.
- CONCRETE WALLS
- PRE-CAST CONC. PANELS
- 8"x8"x8" CONCRETE BLOCK
- SOUND INSULATED STL. STUD WALLS

(A/D) — STANDARD DETAIL
(10/1) — DETAIL SHEET NUMBER
(2/A) — SHEET NUMBER, DETAIL DESIGNATION
(105) — ROOM NUMBER - SEE FINISH SCHEDULE
(105) — DOOR NUMBER - SEE DOOR SCHEDULE

GENERAL NOTES

1. DIMENSIONS ARE GIVEN TO FACE OF STUDS, FURRING, CONC. OR CONC. BLOCK, UNLESS OTHERWISE NOTED
2. CEILING HEIGHTS ARE FROM FINISH FLOOR TO FINISH CEILING
3. ALL STEEL STUDS ARE 4" UNLESS NOTED OTHERWISE
4. CHECK ALL DIMENSIONS ON JOB

ABBREVIATIONS

ABV.	ABOVE	F.D.	FLOOR DRAIN	R.	RISER
ACOUS.	ACOUSTIC	F.S.	FLOOR SINK	RM.	ROOM
ACT.	ACOUSTIC TILE	FTG.	FOOTING	SECT.	SECTION
ADJ.	ADJUSTIBLE	GALS.	GALLONS	S.S.	SERVICE SINK
ALT.	ALTERNATE	GALV.	GALVANIZED	SHT.	SHEET
ARCH.	ARCHITECTURAL	GI.	GALVANIZED IRON	SH.	SHOWER
BEAM.	BEAM	GAT.	GAUGE	SPL. BLK.	SPLASH BLOCK
BLKG.	BLOCKING	GL.	GLASS	SQ.	SQUARE
BOT.	BOTTOM	GYP. BD.	GYPSUM BOARD	STD.	STANDARD
BRKT.	BRACKET	HDWE.	HARDWARE	STL.	STEEL
BLDG.	BUILDING	HD.	HEAD	STR.	STRAIGHT
CI.	CAST IRON	HGT.	HEIGHT	STRUCT.	STRUCTURAL
CAP.	CAPACITY	H.M.	HOLLOW METAL	SW.	SWITCH
C.L.	CENTER TO CENTER	HORIZ.	HORIZONTAL	SYM.	SYMMETRICAL
CTRS.	CENTERS	H.B.	HOSE BIBB	TEL.	TELEPHONE
CLG.	CEILING	HR.	HOUR	TH.	THRESHOLD
CEM.	CEMENT	LAB.	LABELLED	THRESH.	THRESHOLD
CHKD.	CHECKERED	LAV.	LAVATORY	T.C.	TIN CLAD
CLR.	CLEAR	LG.	LONG	T.	TREAD
COL.	COLUMN	LSS.	LOUVRE	TYP.	TYPICAL
CONC.	CONCRETE	M.H.	MAN HOLE	Q.T.	QUARRY TILE
CONN.	CONNECT	M.O.	MASONRY OPENING	VERT.	VERTICAL
CONST.	CONSTRUCTION	MAX.	MAXIMUM	VEST.	VESTIBULE
CONT.	CONTINUOUS	MET.	METAL	WD.	WOOD
CTSK.	COUNTERSUNK	MI. LA.	METAL LATH & PLASTER		
DET.	DETAIL	MIN.	MINIMUM	SS.	STAINLESS STEEL
DIA.	DIAMETER	N.I.C.	NOT IN CONTRACT	I.E.	INVERT ELEVATION
DIM.	DIMENSION	NO.	NUMBER	M.E.S.	METAL EDGE STRIP
DIV.	DIVISION	OBS.	OBSCURE	BEL.	BELOW
DR.	DOOR	O.C.	ON CENTER		
DN.	DOWN	OPNG.	OPENING		
D.S.	DOWN SPOUT	OPP.	OPPOSITE		
DWG.	DRAWING	O.D.	OUTSIDE DIAMETER		
EA.	EACH	PAN.	PANEL		
ELEV.	ELEVATION	PARTN.	PARTITION		
ENT.	ENTRANCE	PLAS.	PLASTER		
EQ.	EQUAL	PL.	PLATE		
EXIST.	EXISTING	PL. GL.	PLATE GLASS		
EXP.	EXPANSION	PT.	POINT		
EXT.	EXTERIOR	PRELIM.	PRELIMINARY		
FIN.	FINISH	PROJ.	PROJECTION		
F.H.C.	FIRE HOSE CABINET	RAD.	RADIUS		
FL.	FLOOR	REG.	REGISTER		

LIST OF DRAWINGS

ARCHITECTURAL

SHT. NO.	TITLE
1	PLOT PLAN & GRADING PLAN
2	GROUND FLOOR PLAN
3	MAIN ROOF PLAN
4	UPPER ROOF PLAN; SECTIONS & DETAILS
5	EXTERIOR ELEVATIONS
6	DOOR SCHEDULE & DETAILS
7	FINISH SCHEDULE & DETAILS
8	REFLECTED CEILING PLAN
9	WALL SECTIONS; EXTERIOR DETAILS & BRIDGE DETAILS
10	INTERIOR DETAILS

STRUCTURAL

S-1	FOUNDATION PLAN, GENERAL NOTES & DETAILS
S-2	ROOF & PENTHOUSE FRAMING PLANS, PENTHOUSE SECTIONS
S-3	SLAB & BEAM SCHEDULES & DETAILS
S-4	CANOPY FRAMING PLANS & DETAILS
S-5	COLUMN, FOOTING & WALL SECTIONS
S-6	RETAINING WALLS & STEEL WALLS
S-7	PEDESTRIAN BRIDGES

MECHANICAL

M-1	MECHANICAL GROUND FLOOR PLAN
M-2	MECHANICAL MAIN ROOF PLAN
M-3	PLUMBING - PART GROUND FLOOR PLAN NORTH
M-4	PLUMBING - PART GROUND FLOOR PLAN SOUTH

ELECTRICAL

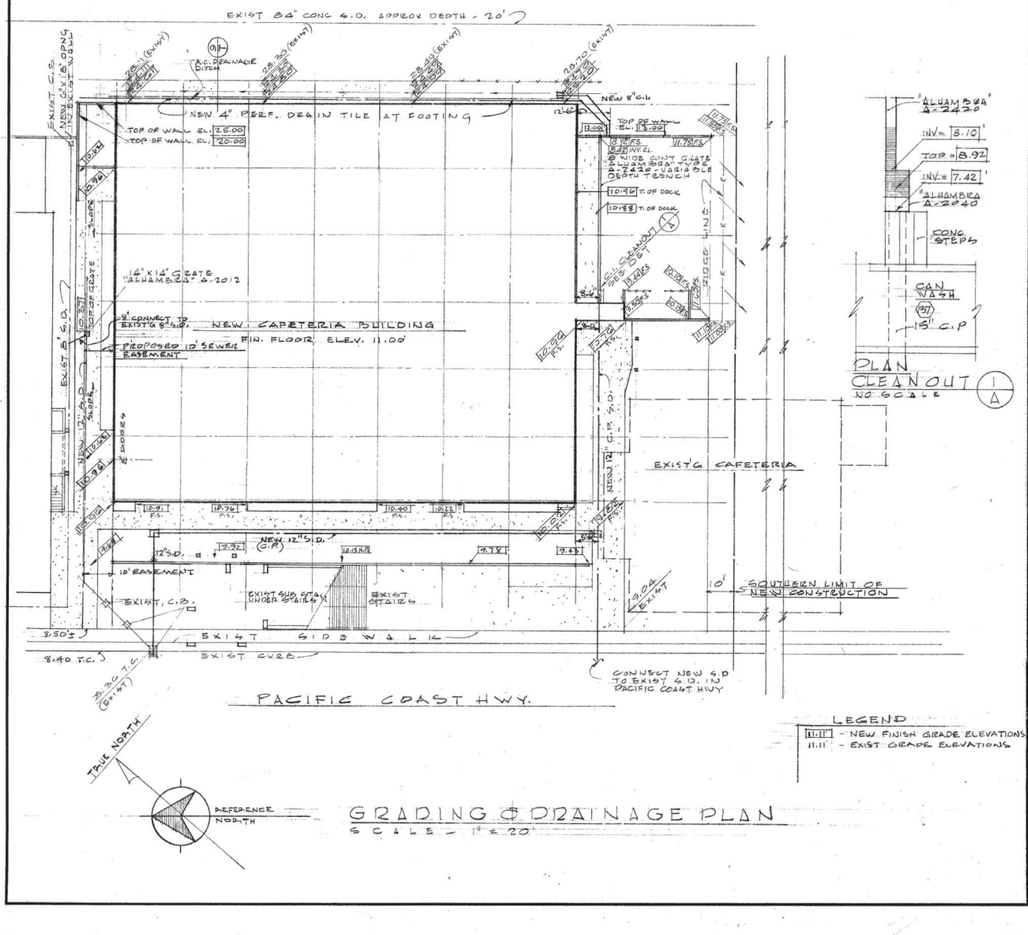
SHT. NO.	TITLE
E-1	SINGLE LINE DIAGRAM & PANEL SCHEDULES
E-2	GROUND FLOOR LIGHTING PLAN
E-3	GROUND FLOOR POWER PLAN
E-4	ROOF PLAN - LIGHTING & POWER

KITCHEN

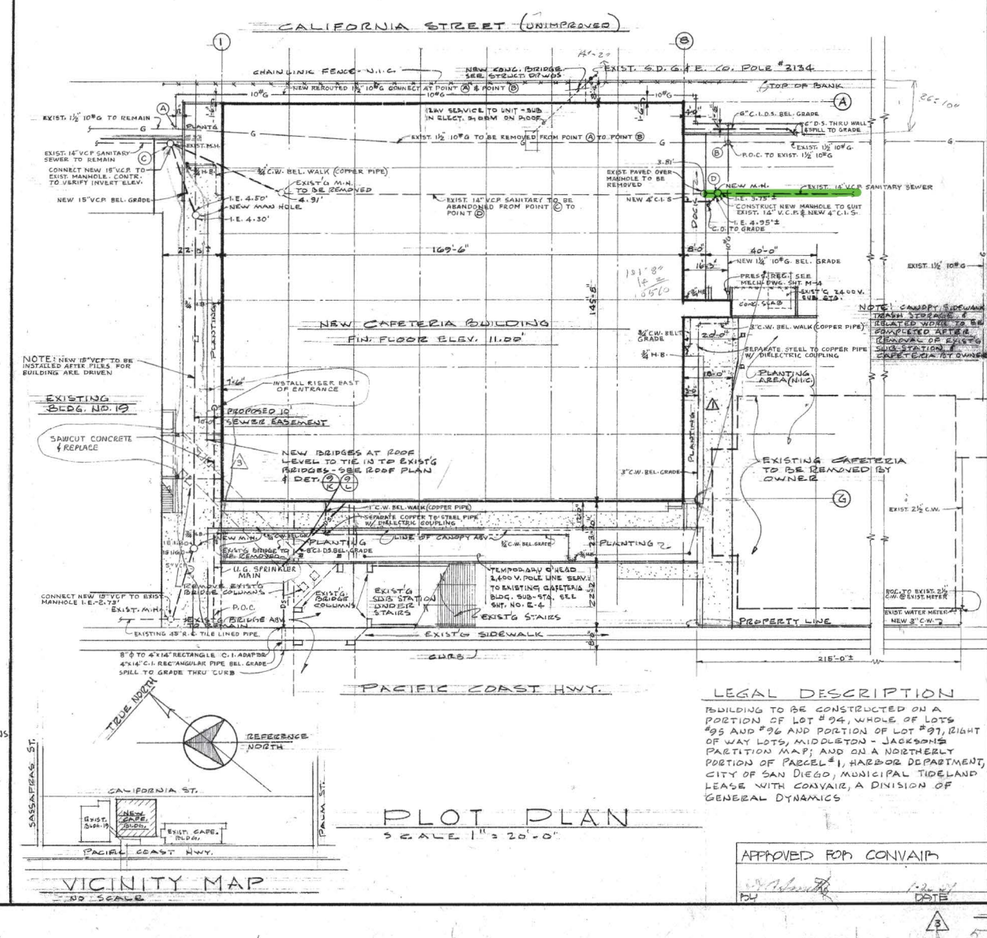
K-1	PARTIAL KITCHEN EQUIPMENT FLOOR PLAN
K-2	PARTIAL KITCHEN EQUIPMENT FLOOR PLAN & EQUIPMENT SCHEDULE
K-3	PARTIAL KITCHEN EQUIPMENT BASE AND DEPRESSION PLAN
K-4	PARTIAL KITCHEN EQUIPMENT BASE AND DEPRESSION PLAN
K-5	KITCHEN EQUIPMENT DETAILS
K-6	KITCHEN EQUIPMENT DETAILS
K-7	KITCHEN EQUIPMENT DETAILS
K-8	KITCHEN EQUIPMENT DETAILS
K-9	KITCHEN EQUIPMENT DETAILS
K-10	KITCHEN EQUIPMENT DETAILS
K-11	KITCHEN EQUIPMENT DETAILS
K-12	KITCHEN EQUIPMENT TYPICAL DETAILS

STANDARD DETAILS

50-115, 117, 118, 121, 126, 127, 128, 135, 137, 138, 140, 142, 146, 156, 164, 167, 171, 178, 180, 183 & 184



GRADING & DRAINAGE PLAN
SCALE - 1" = 20'



PLOT PLAN
SCALE 1" = 20'-0"

VICINITY MAP
NO SCALE

LEGAL DESCRIPTION

BUILDING TO BE CONSTRUCTED ON A PORTION OF LOT #94, WHOLE OF LOTS #95 AND #96 AND PORTION OF LOT #97, RIGHT OF WAY LOTS, MIDDLETON - JACKSONS PARTITION MAP; AND ON A NORTHERLY PORTION OF PARCEL #1, HARBOR DEPARTMENT, CITY OF SAN DIEGO, MUNICIPAL TIDELAND LEASE WITH CONVAIR, A DIVISION OF GENERAL DYNAMICS

APPROVED FOR CONVAIR
BY _____ DATE _____

AS BUILT
5-21950

ALBERT C. MARTIN AND ASSOCIATES - ARCHITECTS AND ENGINEERS
333 SOUTH BEAUDRY AVENUE LOS ANGELES 17, CALIFORNIA

NO.	DATE	REVISIONS DESCRIPTION	BY
1	11/16/61	REVISED GEN. LAYOUT	JHC
2	4-12-62	REVISED PLOT PLAN & GRADING	MBJ
3	6-22-62	REVISED PLOT PLAN & GRADING	MBJ

CAFETERIA BUILDING FOR CONVAIR
A DIVISION OF GENERAL DYNAMICS CORP.
PACIFIC COAST HWY. SAN DIEGO, CALIF.

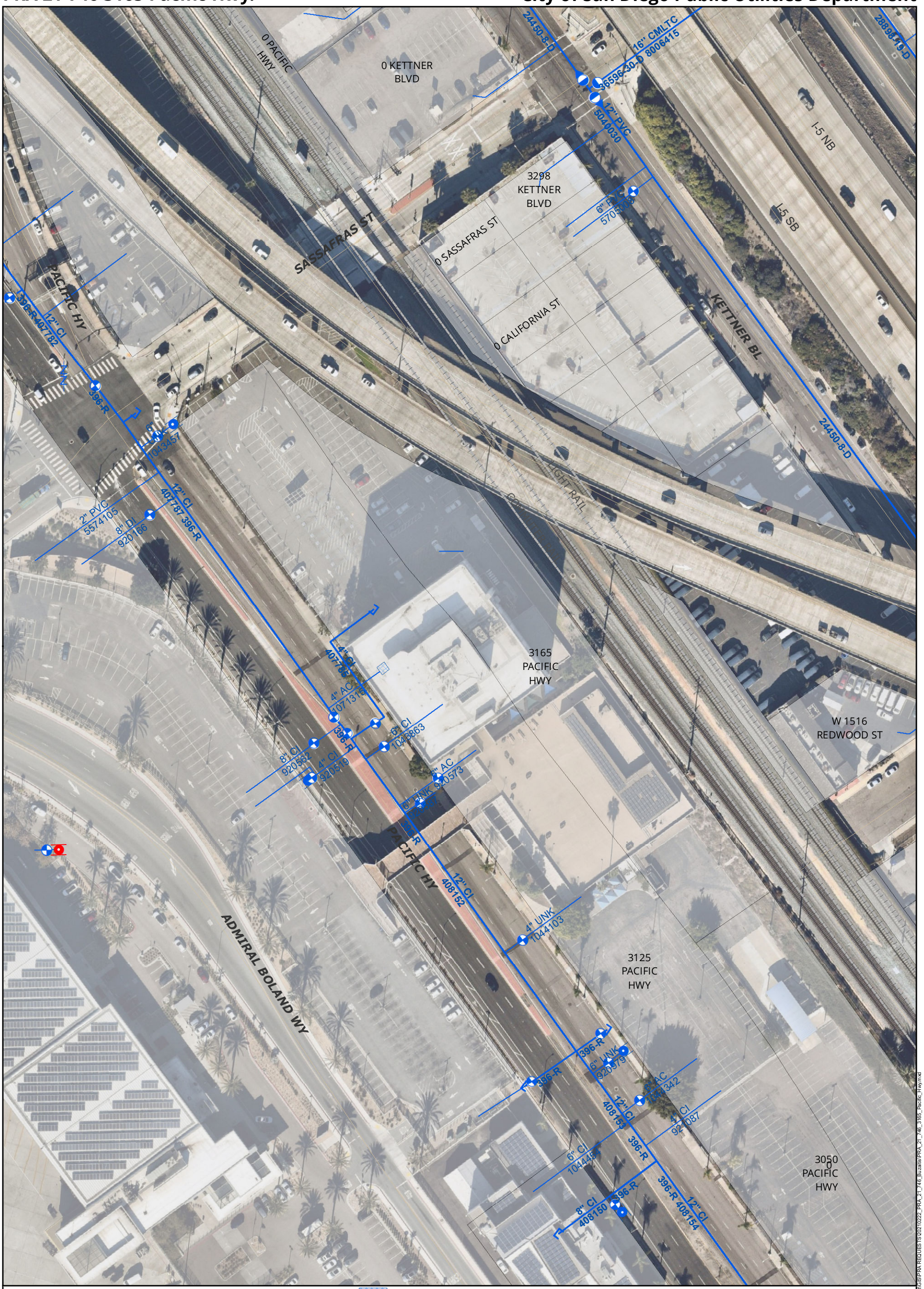
JOB NO. 59036
DESIGNED W.D.
DRAWN T.L.S.
CHECKED R.C.M.
DATE 9-22-59
DATE ISSUED FOR CONST.

TITLE OF SHEET
PLOT PLAN AND GRADING PLAN

SHEET NO. 1 OF 10 SHEETS

5 PE 21950 SH 17

PRA 21-746 3165 Pacific Hwy. **City of San Diego Public Utilities Department**



Water Main (Potable)
- AS BUILT
- OPERATIONAL
- Water Service
- Water Backflow (Control Valve)

W System Valve
- Butterfly, No, False
- Gate, No, False
- Incorrect Attributes
- 2 ONE 4" AND ONE 2.5" (Dom)
- 3 ONE 4" AND TWO 2.5" (Dom)

W Fitting
- Cap
- Reducer

- W Casing

N

0 50 100 200 Feet

THIS MAP/DATA IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Document Path: Y:\PUMGMT\StrategicPrograms\AssetManagement\GIS\PRA REQUESTS\20210222_PRA_21_746_Buzaitis\PRA_21_746_3165_Pacific_Hwy.mxd

Appendix C – City Sewer and Water Design Manuals

The final approved sewer study shall also be submitted electronically in PDF format.

For new development, the planning study must be approved prior to approval of the tentative map. The study shall include all items listed in the minimum intake standards for sewer studies and subsequent reviews shall include an explanation for each review comment.

1.3.1.1 Capacity

For new development and/or redevelopment, the planning study shall address the capacity of all sewer collection and trunk sewer systems that will be impacted downstream of the new development and/or redevelopment and shall demonstrate that sewer capacity is available in those systems to accommodate the new development and/or redevelopment (refer to Section 1.7). Authorization and approval to impact any downstream sewer system must be obtained from the reviewing Senior Civil Engineer. If such downstream sewer system has already been identified as critical or sub-critical in a monitoring report, the Senior Civil Engineer may require additional field monitoring to determine if adequate capacity is available.

For an existing development and/or redevelopment, the planning study shall address the existing capacity within the existing sewer collection system, and identify all existing facilities whose capacity will be exceeded by projected sewage flows.

Where available capacity will be exceeded, the planning study shall propose upsizing of sewer facilities in accordance with Subsection 1.3.3.

Where applicable, the DESIGN ENGINEER shall incorporate into the community's existing master sewer plan, including zoning changes and other specific plans, the proposed sewer system amendments resulting from the drainage basin evaluation.

1.3.1.2 Drainage Basin

The planning study shall address the sewage generating potential of the entire drainage basin where the development is located. It shall also include current topographic maps of the entire drainage basin and any and all adjacent new developments for which a planning study has not yet been submitted and/or approved. The maps shall demonstrate that no adjacent development, including potential and existing pumped lands outside of the drainage basin and any lands outside of the incorporated boundaries of the City of San Diego with potential to be served but where no current master sewerage plan exists, will be precluded from obtaining sewer service. The planning study shall also show all proposed sewer system alignments (superimposed on planned

street alignments) and all potential points of entry of sewage from surrounding lands.

1.3.1.3 Depth of Mains

The planning study shall clearly identify all existing and/or proposed facilities which will exceed standard depths for sewer mains as defined in Subsection 2.2.1.5. In cases where proposed sewers will exceed 15 feet in depth, a request for design deviation (ATTACHMENT 2) must be submitted to the Water and Sewer Development Review Senior Civil Engineer with the Sewer Planning Study. A design deviation will only be approved in exceptional cases and when adequate justification is provided. Mains more than 20 feet deep shall also require approval from the Wastewater Collection Division Senior Civil Engineer.

1.3.1.4 Existing Studies

The City of San Diego maintains an extensive library of sewer planning studies which were prepared for lands throughout the City. These studies are available for review at the Water and Sewer Development Section, Public Utilities Department. All studies are catalogued by subdivision or trunk sewer name. Logs of sewer flow study analyses for recently monitored trunk sewers and a map of sewers which meet the Regional Water Quality Control Board (RWQCB) criteria for being critical or sub-critical may also be viewed. In addition, information regarding proposed CIP projects within the vicinity of a given project may be requested. In many cases, an addendum or reference to one of the existing planning studies may be acceptable in lieu of an independent study. Concurrent with the preparation of planning studies for sewers proposed to connect to existing canyon sewer mains, a study of flow redirection per Council Policy 400-13 and a cost-benefit analysis per Council Policy 400-14 shall be prepared (Refer to ATTACHMENT 1). An existing analysis of redirection of flows and a cost-benefit analysis, as required by Council Policies 400-13 and 400-14 respectively, may be available for reference for various existing canyon sewers.

1.3.2 Flow Estimation

1.3.2.1 Land Use

Present or future allowable land use, whichever results in higher equivalent population, shall be used to generate potential sewage flows.

1.3.2.2 Flow Determination

Flow definitions and calculation procedures are listed below. All calculations shall be tabulated for each sewer main section (manhole to manhole) in the

format shown on Figure 1-2.

Equivalent Population: The equivalent population shall be calculated from zoning information (Ref. Section 1.6). For major new facilities such as high rise apartment buildings, flow rates (assuming one lateral) shall be checked based on the most current, adopted edition of the Uniform Plumbing Code. The most conservative flow rate shall govern.

Daily Per Capita Sewer Flow: The sewer flow for the equivalent population shall be 80 gallons per capita per day (gpcd).

Average Dry Weather Flow (ADWF): Equivalent populations shall be used to calculate the average dry weather flow. The average dry weather flow for each sewer main reach (manhole to manhole) shall be determined by multiplying the total accumulated equivalent population contributing to that reach by 80 gallons per capita per day:

Average Dry Weather Flow = (80 gpcpd) x (Equivalent Population)

Peaking Factor for Dry Weather Flow (PFDWF): The peaking factor is the ratio of peak dry weather flow to average dry weather flow. It is dependent upon the equivalent population within a tributary area. The tributary area is the area upstream of, and including, the current reach for the total flow in each reach of pipe. Figure 1-1, consisting of the table prepared by Holmes and Narver in 1960, shall be used to determine peaking factors for each tributary area. In no instance shall the dry weather flow peaking factor be less than 1.5.

Peak Dry Weather Flow (PDWF): The peak dry weather flow for each sewer main reach shall be determined by multiplying the average dry weather flow by the appropriate peaking factor (Note that peak dry weather flows are not algebraically cumulative as routed through the sewer system, i.e. the peak dry weather flow at any point shall be based on the equivalent population in the basin to that point (Ref. Figure 1-2).

Peak Dry Weather Flow = (Average Dry Weather Flow) x (Dry Weather Flow Peaking Factor)

Peaking Factor for Wet Weather Flow (PFWWF): The peaking factor for wet weather flow is the ratio of peak wet weather flow to peak dry weather flow. It is basin-specific and shall be based on essential information available at the time of the planning study. Information such as historical rainfall/sewage flow data, land use, soil data, pipe/manhole age, materials and conditions, groundwater elevations (post development), inflow and infiltration (I/I) studies, size, slope and densities of the drainage basin, etc., should be utilized in the wet weather analysis to estimate the peaking factor for wet weather. Upward adjustments shall be made in areas with expected high inflow and

infiltration (i.e. high ground water or in areas with lush landscaping schemes). Flow meters are installed throughout the City's sewer system. Flow data collected from these meters are available upon request. The objective of this analysis is to quantify the magnitude of peak wet weather flow with a 10-year return period on a statistical basis.

The Senior Civil Engineer overseeing the preparation of the planning study shall coordinate with the City Sewer Modeling Group for approval of the peaking factors to be used for design.

Peak Wet Weather Flow (PWWF): The peak wet weather flow (or design flow) for a gravity sewer main reach shall be determined by multiplying the peak dry weather flow (ref. Figure 1-2) by the appropriate wet weather peaking factor. The peak wet weather flow is the design flow for a gravity sewer main. It is determined at any point in the system based on the associated upstream average dry weather flow in the basis to that point times the peaking factor for wet weather.

Peak Wet Weather Flow = (Peak Dry Weather Flow) x (Wet Weather Peaking Factor)

1.3.3 Pipe Sizing Criteria

1.3.3.1 Hydraulic Requirements

Manning's formula for open-channel flows shall be used to calculate flows in gravity sewer mains. Manning's coefficient of roughness "n" shall be assumed to be 0.013 for all types of sewer pipe. Sewer grades shall be designed for velocities of 3 to 5 feet per second (fps) where possible. This is extremely important in areas where peak flow will not be achieved for many years. The minimum allowable velocity is 2 fps at calculated peak dry weather flow, excluding infiltration. Sewer mains that do not sustain 2 fps at peak flows shall be designed to have a minimum slope of 1 percent. Additional slope may be required by the Senior Civil Engineer where fill of varied depth is placed below the pipe in order to provide adequate slope after expected settlement occurs. The maximum allowable velocity shall be 10 fps and shall be avoided by adjusting slopes, by increasing the pipe diameter, or by utilizing a vertical curve transition to lower velocities per subsections 2.2.4 and 2.2.9.4. If the Senior Civil Engineer approves a velocity greater than 10 fps, the pipe shall be upgraded to SDR 18 PVC (standard dimension ratio polyvinyl chloride), concrete-encased VC (vitrified clay), or PVC sheet-lined reinforced concrete pipe.

1.3.3.2 Slope

Slope shall be calculated as the difference in elevation at each end of the pipe divided by the horizontal length of the pipe, and shall be a constant value between manholes.

1.3.3.3 Ratio of Depth of Flow to Pipe Diameter (d_n/D)

New sewer mains 15 inches and smaller in diameter shall be sized to carry the projected peak wet weather flow at a depth not greater than half of the inside diameter of the pipe (d_n/D not to exceed 0.5). New sewer mains 18 inches and larger shall be sized to carry the projected peak wet weather flow at a depth of flow not greater than 3/4 of the inside diameter of the pipe (d_n/D not to exceed 0.75).

1.3.3.4 Minimum Pipe Sizes

The size of a sewer pipe is defined as the inside diameter of the pipe. Sewer mains shall be a minimum of 8 inches in diameter in residential areas, and a minimum of 10 inches in commercial, industrial, and high-rise building areas.

1.3.4 Sewer Study Exhibit Criteria

The DESIGN ENGINEER's sewer study exhibits shall be used to evaluate hydraulics and to establish minimum street and easement widths. Therefore, these documents need to reflect depths and separation of mains from other utilities and improvements. Refer to the Minimum Intake Standards for Sewer Studies in Subsection 1.8.

1.3.5 Private On-Site Wastewater Treatment and Reuse

Refer to Attachment 6 for permitting guidelines of private on-site wastewater treatment and reuse in the City of San Diego.

1.4 SEPARATION OF MAINS

1.4.1 Horizontal Separation

1.4.1.1 Wet Utilities

The separation of water, sewer, reclaimed water mains, and storm drains shall comply with the *State of California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Sewers*. At least 10 feet of horizontal separation shall be maintained between the nearest outer surfaces of sewer lines and potable water mains. More stringent separation requirements

may be necessary if unusual conditions, such as high groundwater levels or large diameter mains, exist (Ref. State of California "Blue Book"). If a horizontal separation of 10 feet or other requirement is not possible, a deviation from standards may be permitted by the City provided the structural integrity of both the pipe and the pipe joints is upgraded in accordance with the *State of California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Sewers - Special Provisions*, and provided it has been reviewed and written approval has been obtained from the California Department of Health Services, Drinking Water Field Operations Branch. This deviation is not applicable for subdivisions, or where sewers are placed in new streets. Lateral connections to sewer mains typically do not meet the upgraded joint requirements for reduced separation. All installations of sewer mains which fail to comply with the basic separation standards must be reviewed and approved by the State of California Department of Health Services. For separation from curbs, see Subsection 2.2.5.2. For separation from structures, see Subsections 2.2.5.8 and 2.2.5.9.

1.4.1.2 Separation for Dry Utility Pipes and Cable Conduits

Other utility pipes, conduits, and cable lines shall be governed by their respective franchise agreement with the City of San Diego. A minimum 10-foot horizontal separation is desirable between sewer mains and any other utility infrastructure. Separations of less than 10 feet must be approved by the Senior Civil Engineer of Water and Sewer Development Section, Public Utilities Department. Additional separation may be required for sewer mains which exceed 10 feet in depth. The DESIGN ENGINEER shall consider the relative depth of adjacent utilities and the stability of the soils where the sewer shall be constructed when designing the separation from other utilities. Refer to San Diego Regional Standard Drawing (SDRSD) M-22 and City of San Diego Drawing SDM-111 for standard locations of utilities in streets.

1.4.2 Vertical Separation

1.4.2.1 Shallow Mains, General

Shallow mains require a special design. Review and written approval is required from the California Department of Health Services, Drinking Water Field Operations Branch for deviations from vertical separation requirements for water and sewer utilities. For mains less than 4 feet deep, special design shall be required for live and dead loads and vertical cyclical deflections which shall include an evaluation to demonstrate zero deflection in the pavement.

1.4.2.2 Parallel Mains

Potable water, reclaimed water, and sewer mains shall be located at various

depths below the ground surface, in order of descending water quality. Potable water pipelines shall be located above both reclaimed water pipes and sewer mains, and reclaimed water mains shall be located above sewer mains. A minimum vertical separation of one foot shall be provided between the top and bottom surfaces of the pipes in the same street or easement.

1.4.2.3 Crossing Mains

A minimum vertical separation of 12 inches shall be provided between the top and bottom surfaces of crossing utility conduits and shall comply with the *State of California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Sewers*. Separation measurements shall be taken from the outer most surface of any pipeline protection (i.e. concrete encasement or steel sleeve) which may be installed. Where the vertical separation is less than 12 inches, a request for design deviation (ATTACHMENT 2), with justification, shall be submitted for review. If approved, for pipes 12 inches or less in diameter, a 12-inch sand cushion, or alternatively a minimum 6-inch sand cushion with 1 inch neoprene pad shall be used. Separations of less than 7 inches will not be allowed by the City. For skewed main crossings, see Subsection 2.2.6. Mains crossing large facilities shall evaluate deflection across the span, changes in hydraulics due to change of slope, shear forces, and special joint designs to account for pipe movement.

1.5 PUMP STATION PLANNING CRITERIA

If at all possible, the construction of a sewer pump station is to be avoided. However, in cases where constraints such as topography and environmentally sensitive habitat dictate, a pump station may be necessary (Ref. Council Policies 400-13 and 400-14 – ATTACHMENT 1). The DESIGN ENGINEER shall analyze the planning area for the sewer system to minimize the number of units to be pumped and to design the shortest possible force main. In cases where only a small tributary area is to be served by a pump station, the City will accept the facility as public only if it can be shown that the capitalized cost of facility replacement and maintenance will not exceed 50 percent of the standard sewer fees for the area to be served. Otherwise, the pump station must be privately owned, maintained and operated. In cases where a pump station will be a public facility, specific criteria for the design, construction, and operational testing of sewer pump stations are given in Chapter 7.

1.5.1 Pump Station Design Capacity

The Pump Station Design Capacity shall be calculated as follows:

Pump Station Design Capacity (PSDC): Pump stations shall be designed to pump the calculated peak wet weather flow from the upstream tributary area.

Pump Station Reserve Capacity Factor (PSRCF): This is a safety factor that takes into account that service pumps will generally not be operating at their

full intended design capacity due to mechanical wear and the subsequent loss of efficiency, and increases in force main friction loss due to the deposition of solids and grit. The reserve capacity factor shall be 1.0 if two (2) hours emergency storage (Ref. Subsection 7.2.6.7) or six hours emergency storage (Ref. Subsection 7.2.7) are provided. Where this storage is not provided in design, then a reserve capacity factor greater than 1.0 shall be used and an appropriate factor shall be evaluated for approval, on a case-by-case basis, by the Wastewater Collections Division Senior Civil Engineer.

Pump Station Design Capacity = (Peak Wet Weather Flow) x (Pump Station Reserve Capacity Factor)

1.5.2 Private Pump Stations

Private pump stations (privately-owned and operated) serving more than one lot shall not be located in the public right-of-way. The capacity for private pump stations shall be determined in the same manner as for public pump stations. Station wet well detention times shall not exceed 4 hours. A planning study for the pump station outlining capacity of the pumps, equivalent dwelling units (EDU) served, capacity of the wet well, detention times, length and size of the force main, and provision of any odor control equipment shall be submitted for review to Water and Sewer Development Review, Public Utilities Department. Private pump stations shall require separate structural, mechanical, and electrical permits from the City of San Diego, Development Services Department, Building Review Division. However, private pump station plans are not reviewed for compliance with City of San Diego Sewer Design Guide Chapter 7 criteria. As such, it shall be the responsibility of the DESIGN ENGINEER to ensure that all private pump stations are adequately sized, have sufficient redundant measures (dual force mains, back-up power supply, auto dialer alarm system to a licensed plumber with 24-hour response, etc.), and comply with all applicable local, state, and federal regulations. In the design of such facilities, the DESIGN ENGINEER shall utilize sound engineering judgment to provide for an adequate design for any potential failure during the service life of the pump station. If a developer elects to construct a private sewer system including a sewer pump station, then a letter of agreement must be executed over all lots served in the subdivision if the pump station will serve two or more lots. A copy of this agreement is available at the City Plan Check Counter and the City Website http://www.sandiego.gov/mwwd/business/sewer. Also required is a recorded copy of the CC&R's for the home or business owners association, outlining the responsibility and maintenance requirements for the shared private improvements.

1.6 ZONE - DENSITY CONVERSIONS

Table 1-1 shall be used in planning studies to determine the equivalent

population for a given land use. These tabulated figures represent a general case analysis. When more accurate or detailed information, such as fixture unit counts, is available, Table 1-1 shall not be used. For more information on the requirements of the zones shown in Table 1-1, refer to Chapter 13 of the City of San Diego Municipal Code.

1.7 REQUIRED CAPACITY IN EXISTING SEWER SYSTEMS DOWNSTREAM OF NEW FACILITIES

1.7.1 Required Capacity Downstream of New Gravity Sewers

For a new development, the projected peak wet weather flow from the proposed system (ref. Subsection 1.3.2.2) will be added to the field measured maximum flow in the downstream sewer to determine if the projected d_n/D is in compliance with the depth criterion described in Subsection 1.3.3.3. If this criterion is not met, a comprehensive sewer study of the area shall be prepared.

The downstream system shall be studied to the point in the system where the projected peak wet weather flow from the proposed new development is less than 10% of the total flow. All sewers to this point are required to carry the total flow per the depth criterion described in the above paragraph. The existing system to be studied shall not be less than two pipe reaches (i.e. manhole to manhole) from the point of discharge of the new development into the existing system.

1.7.2 Required Capacity Downstream of New Pump Stations

In developed lands, the discharge of the pump station design capacity from the proposed new development will be added to the field measured maximum flow in the existing downstream sewer to determine if the projected d_n/D will comply with the depth criteria described in Subsection 1.3.3.3. If these criteria are not met, a comprehensive sewer study of the area shall be prepared.

The sewer system downstream of the pump station shall be designed for cyclical pumping operation (i.e. on-off pumping). Use the design discharge capacity of the pump station for the tributary area. As a rule of thumb, the cyclical effect in single family residential may be considered negligible when the pump station's discharge is less than 10% of the total flow. For other density types consult with the Senior Engineer. All sewers to this point are required to carry the total flow per the depth criterion described in the above paragraph. The proposed new system shall discharge at a point not less than two pipe reaches (i.e. manhole to manhole) away the existing system.

1.7.3 Odor Control

The DESIGN ENGINEER shall design the wastewater system so that objectionable odors are not discharged into the atmosphere or through plumbing vents. Odors are caused by organic biologic activity and the location of the problematic area in the system is not always predictable.

The DESIGN ENGINEER shall account for the possibility of odors developing as the subdivisions build out including setting right of way aside that has good access for the locations of odor control equipment. The developer will modify the system up to one year after final occupancy of the drainage basin.

Some of the properties that impact odor may include the following:

- sewage detention times
- force main discharge points
- submerged flow at siphons
- locations with turbulent flow
- flat slopes
- type of discharge content including industrial waste discharge
- temperature and weather conditions

Odor control may include chemical injection such as calcium nitrate or other approved chemicals, or installation of an activated carbon system, or both.

1.8 MINIMUM INTAKE STANDARDS FOR SEWER STUDIES

At a minimum, include the following items on the exhibit and within the body of all wastewater planning studies for new sewer development projects:

a. Internal order numbers, tentative map numbers, and any discretionary permit numbers [i.e. Conditional Use Permit (CUP), Planned Residential Development (PRD), or Planned Industrial Development (PID)].

b. Project name.

c. Vicinity map.

d. Scale of sufficient size to accommodate the details required by this list. Minimum Scale will be 1 inch = 100 feet.

e. Reference drawing numbers for existing sewer mains.

f. Limits of the project area.

g. Streets with names or distinguishing labels and dimensions.

h. All existing and proposed utilities with adequate separation, whether in streets, side yards, or canyon slopes. Cross sections shall show dry and wet utilities.

i. Existing and proposed sewer mains labeled as public or private.

j. Deviation requests for all sewer mains which exceed standard depths.

k. All existing and proposed "sewer access" easements. Indicate whether these will be permanent, to be abandoned after construction, or will be dedicated.

l. Paved width of all easements and connections to streets and manholes.

m. Typical bench section for limits of easement width and paving.

n. Topography of the entire drainage basin and the proposed development.

o. Elevations for existing and proposed grades throughout the project area. A reference copy of the proposed grading plans may be provided instead, if applicable.

p. Manhole numbers and reach or pipe segment numbers for ease of comparison with the flow data in the Sewer Study Summary (Figure 1-2). Label all points of connection where project flows discharge to existing facilities and, where applicable, to the terminus of the study area. For off-site sewer mains, show information for a minimum of two reaches upstream and downstream in accordance with Subsection 1.7.1. Also identify all existing sewer mains in the Remarks column of Figure 1-2 - Sewer Study Summary.

q. Pipes labeled with size, type, flow direction, and slope.

r. Manholes, within the limits of the project area, shown with rim elevation and invert elevation. Note that sewer depth information is more critical where the mains are not at standard depths (refer to section 2.2.1.5), where they are located in easements, where off-site flows join the project area, or where grading is proposed over existing facilities.

s. Number of Dwelling Units per Pipe Reach. Equivalent dwelling units per each reach shall be identified from the most upstream manhole to the downstream end of the project boundary.

t. Land use areas labeled as single family residential, multi-family residential, commercial, industrial, schools, parks, open space, multiple habitat preservation area (MHPA), multiple species conservation program area (MSCP), stream beds or 100-year flood area.

u. Location of all proposed pump stations. Label all pump stations as public or private. For public pump stations, show access roads and lots as dedicated in fee title to the City of San Diego. All pipe systems upstream of private pump stations shall be clearly labeled "private".

v. Location of any sewer facilities proposed in canyons and environmentally sensitive lands. Show any required sewer access roads in order to implement the Sewer Maintenance Plan to be developed as part of the planning study (refer to Council Policy 400-13 - ATTACHMENT 1).

w. List any documents or studies that are incorporated by reference into the report. Do not include copies of the reports in the sewer study if they are part of the Public Utilities Department's Library.

x. Master plan of the project area, when requested.

y. As-built plans of existing facilities where any point of connection is planned.

z. Flow metering data, when requested.

TABLE 1-1
CITY OF SAN DIEGO SEWER DESIGN GUIDE
DENSITY CONVERSIONS

Zone	Maximum Density (DU/Net Ac)	Population per DU	Equivalent Population (Pop/Net Ac)
AR-1-1, RE-1-1	0.1	3.5	0.4
RE-1-2	0.2	3.5	0.7
AR-1-2, RE-1-3	1	3.5	3.5
RS-1-1, RS-1-8	1	3.5	3.5
RS-1-2, RS-1-9	2	3.5	7.0
RS-1-3, RS-1-10	3	3.5	10.5
RS-1-4, RS-1-11	4	3.5	14.0
RS-1-5, RS-1-12	5	3.5	17.5
RS-1-6, RS-1-13	7	3.5	24.5
RS-1-7, RS-1-14	9	3.5	31.5
RX-1-1	11	3.4	37.4
RT-1-1	12	3.3	39.6
RX-1-2, RT-1-2, RU-1-1	14	3.2	44.8
RT-1-3, RM-1-2	17	3.1	52.7
RT-1-4	20	3.0	60.0
RM-1-3	22	3.0	66.0
RM-2-4	25	3.0	75.0
RM-2-5	29	3.0	87.0
RM-2-6	35	2.8	98.0
RM-3-7, RM-5-12	43	2.6	111.8
RM-3-8	54	2.4	129.6
RM-3-9	73	2.2	160.6
RM-4-10	109	1.8	196.2
RM-4-11	218	1.5	327.0

TABLE 1-1
CITY OF SAN DIEGO SEWER DESIGN GUIDE
DENSITY CONVERSIONS (Continued)

Zone	Maximum Density (DU / Net Ac)	Population Per DU	Equivalent Population (Pop/Net Ac)
Schools/Public	8.9	3.5	31.2
Offices	10.9	3.5	38.2*
Commercial/Hotels	12.5	3.5	43.7*
Industrial	17.9	3.5	62.5*
Hospital	42.9	3.5	150.0*

Figures with asterisk (*) represent equivalent population per floor of the building.

Definitions:
DU = Dwelling Units
Ac = Acreage
Pop = Population

Net Acreage is the developable lot area excluding areas that are dedicated as public streets in acres. Gross Area is the entire area in acres of the drainage basin, including lots, streets, etc.

For undeveloped areas, assume Net Acreage = 0.8 x Gross Area in Acres

For developed areas, calculate actual Net Acreage.

Tabulated figures are for general case. The tabulated figures shall not be used if more accurate figures are available.

Population is based on actual equivalent dwelling units (EDU) or the maximum estimate obtained from zoning.

Conversion of Fixture Units to Equivalent Dwelling Units (EDU): The Water Meter Data Card, maintained by the Development Services Department, contains a table of plumbing fixtures that should be used for determining the equivalent dwelling units (EDU's) for the purpose of estimating the rate of wastewater generation in residential, commercial, or industrial areas. Currently, the basis for conversion is: 20 fixtures = 1 EDU and 1 EDU = 280 gallons of wastewater per day.

In high rise building areas, flow rates shall be based on the most current, adopted edition of the applicable Plumbing Code, assuming one lateral per area. The most conservative flow rate shall govern.

PUBLIC UTILITIES DEPARTMENT

PEAKING FACTOR FOR SEWER FLOWS
(Dry Weather)

Ratio of Peak to Average Flow*
Versus Tributary Population

Population	Ratio of Peak to Average Flow	Population	Ratio of Peak to Average Flow
200	4.00	4,800	2.01
500	3.00	5,000	2.00
800	2.75	5,200	1.99
900	2.60	5,500	1.97
1,000	2.50	6,000	1.95
1,100	2.47	6,200	1.94
1,200	2.45	6,400	1.93
1,300	2.43	6,900	1.91
1,400	2.40	7,300	1.90
1,500	2.38	7,500	1.89
1,600	2.36	8,100	1.87
1,700	2.34	8,400	1.86
1,750	2.33	9,100	1.84
1,800	2.32	9,600	1.83
1,850	2.31	10,000	1.82
1,900	2.30	11,500	1.80
2,000	2.29	13,000	1.78
2,150	2.27	14,500	1.76
2,225	2.25	15,000	1.75
2,300	2.24	16,000	1.74
2,375	2.23	16,700	1.73
2,425	2.22	17,400	1.72
2,500	2.21	18,000	1.71
2,600	2.20	18,900	1.70
2,625	2.19	19,800	1.69
2,675	2.18	21,500	1.68
2,775	2.17	22,600	1.67
2,850	2.16	25,000	1.65
3,000	2.14	26,500	1.64
3,100	2.13	28,000	1.63
3,200	2.12	32,000	1.61
3,500	2.10	36,000	1.59
3,600	2.09	38,000	1.58
3,700	2.08	42,000	1.57
3,800	2.07	49,000	1.55
3,900	2.06	54,000	1.54
4,000	2.05	60,000	1.53
4,200	2.04	70,000	1.52
4,400	2.03	90,000	1.51
4,600	2.02	100,000+	1.50

***Based on formula:** **Peak Factor = $6.2945 \times (pop)^{-0.1342}$**
(Holmes & Narver, 1960)

FIGURE 1-1

Chapter 2
WATER DEMANDS AND SERVICE CRITERIA

2.1 General

This chapter outlines planning procedures to estimate water demands and fire flows. Water system service requirements are also defined in terms of water pressure and reservoir storage.

2.2 Service Area

The DESIGN CONSULTANT defines the project's service area and identifies the pressure zones in which it is located. The Senior Civil Engineer in charge of either Water Planning and Project Development, or Planning and Development Review Water Review Section, approves the service area boundaries.

2.3 Land Use and Residential Population

The DESIGN CONSULTANT develops present and future land use maps for the service area to define the following land use categories: residential (by zone in accordance with Table 2-1), central business district, commercial and institutional, parks, hospitals, hotels, industrial, office, and schools.

The DESIGN CONSULTANT estimates the residential population in the service area based on present and future allowable land use. Unless more accurate population density estimates are available, the residential population in the service area is estimated based on the figures presented in Table 2-1.

Table 2-1
Residential Population Density

Zone	Dwelling Unit Density (dwelling unit/net acre)	Unit Density (persons/dwelling unit)	Population Density (persons/net acre)
A-1-10	0.1	3.5	0.4
A-1-5	0.2	3.5	0.7
A-1-1	1	3.5	3.5
R-1-40	1	3.5	3.5
R-1-20	2	3.5	7.0
R-1-10	4	3.5	14
R-1-5	9	3.5	32
R-2	14	3.2	45
R-2A	29	3.0	87
R-3	43	2.6	112
R-3A	73	2.2	161
R-4	109	1.8	196
R-4C	218	1.5	327

Dwelling unit density in Table 2-1 is based on net area. The net area is measured in acres, and is 80% of the gross area for each residential zone.

2.4 Average Annual Water Demands

For most projects, average annual water demands are determined based on the unit water demand criteria presented in Table 2-2.

Table 2-2
Unit Water Demands

Land Use Category	Unit Water Demand
Residential	150 gallons/person-day
Central Business District	6000 gallons/net acre-day
Commercial and Institutional	5000 gallons/net acre-day
Fully Landscaped Park	4000 gallons/net acre-day
Hospitals	22500 gallons/net acre-day
Hotels	6555 gallons/net acre-day
Industrial	6250 gallons/net acre-day
Office	5730 gallons/net acre-day
Schools	4680 gallons/net acre-day

Average annual water demands are calculated as the sum of: (1) the residential water demand, and (2) other water demands for each land use category as follows:

Residential Water Demand (gallons/day) = Residential Population x 150 gallons/person-day

Other Water Demand (gallons/day) = Land Use Area by Category (net acres) x Unit Water Demand for Each Land Use Category (gallons/net acre-day)

Average Annual Water Demand (gallons/day) = Residential Water Demand + Other Water Demands

On some projects, particularly large residential developments, using the unit water demands in Table 2-2 may generate unrealistically high estimates of water requirements. For these large projects, the DESIGN CONSULTANT or developer may request that the CIP Project Manager consider an alternative approach, making use of the City's water demand distribution data developed for macroscale planning purposes. Similarly, the CIP Project Manager may also consider alternative unit water demand estimates for specific land use types where such estimates are based on detailed demand evaluations.

2.5 Peak Water Demands

Unless the project involves a large development that calls for an alternative approach, peak hour and maximum day water demands are estimated using the peaking factors presented in Figures 2-1 and 2-2. These peaking factors correspond to the zones identified in Figure 2-3.

FIGURE 2-1
PEAK HOUR DEMAND FACTOR

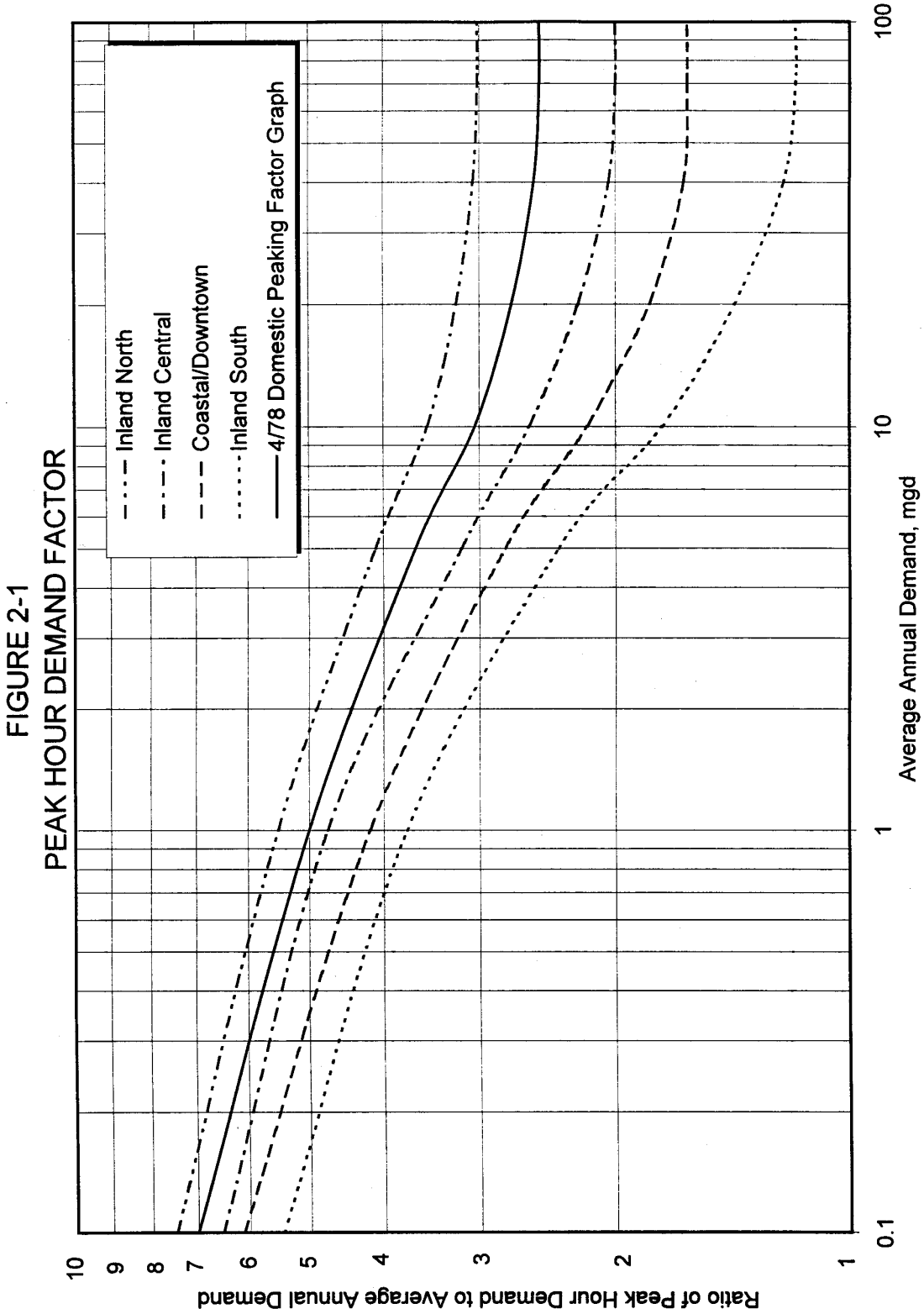
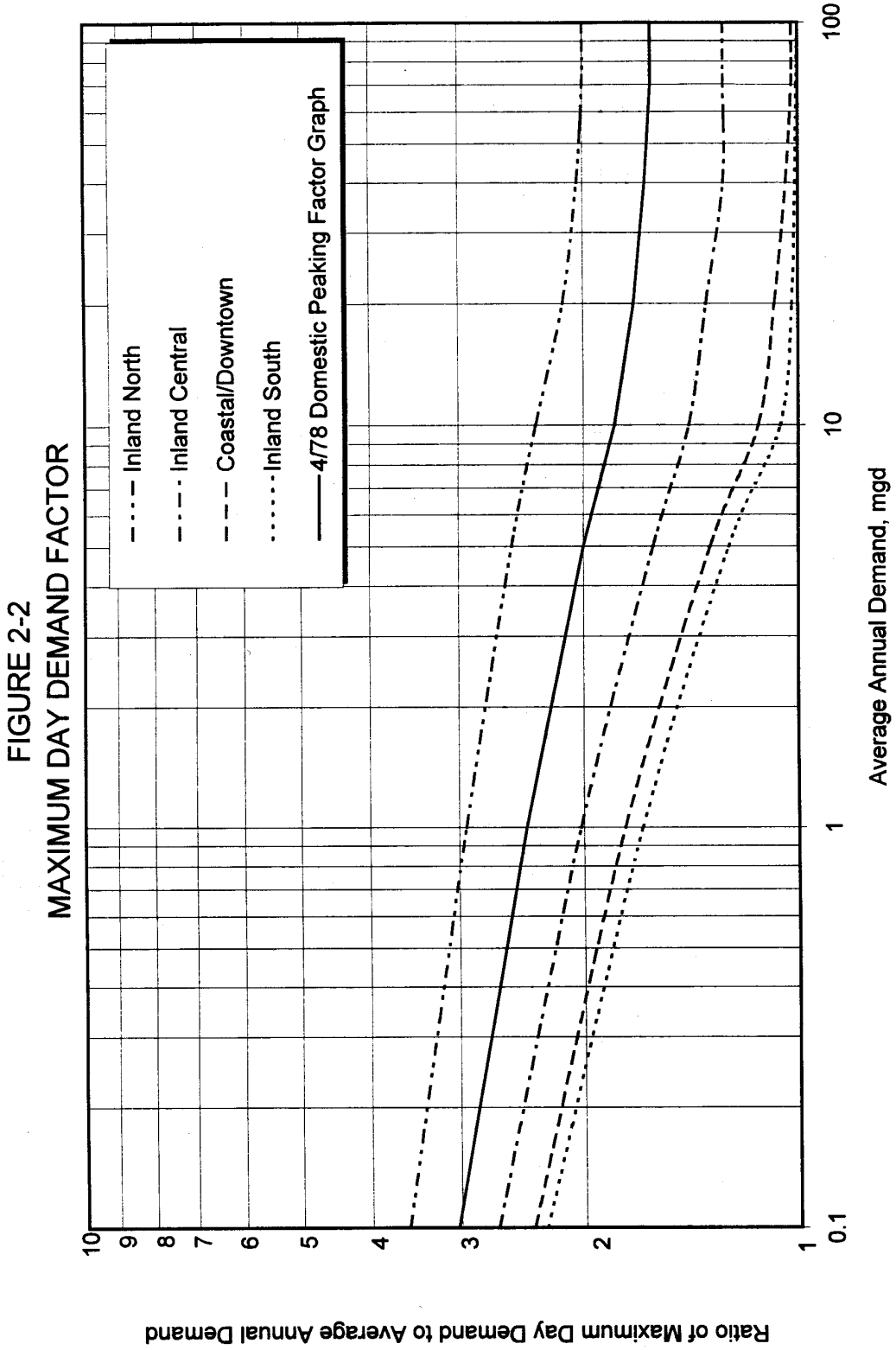
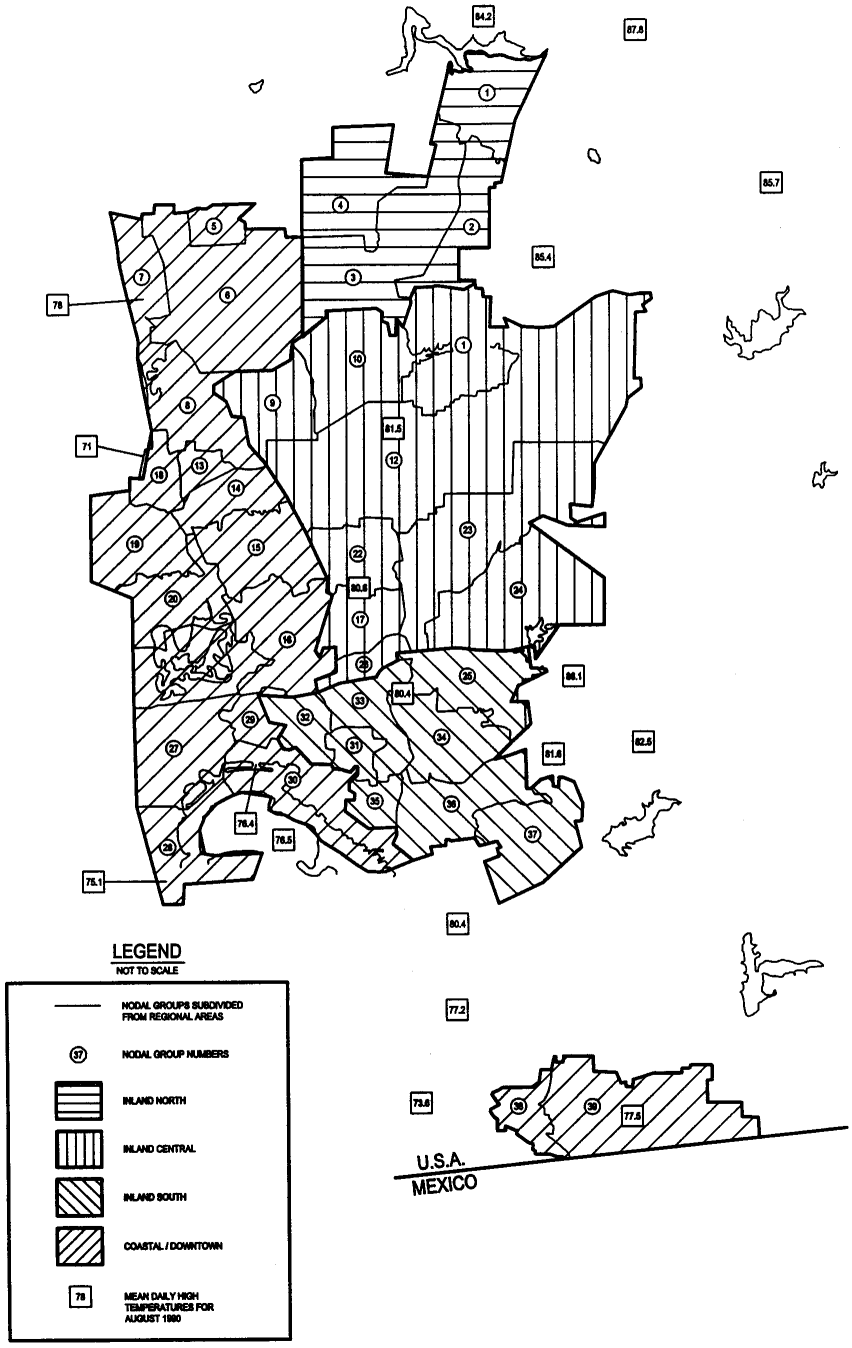


FIGURE 2-2
MAXIMUM DAY DEMAND FACTOR



PEAKING FACTOR ZONES
(BOUNDARIES BASED ON LAND USE GROUPINGS)

FIGURE 2-3



July 1999

Peak water demands are estimated as follows:

Peak Hour Demand = Average Annual Water Demand * Peak Hour Demand Ratio

Maximum Day Demand = Average Annual Water Demand * Maximum Day Demand Ratio

2.6 Fire Demands

The DESIGN CONSULTANT estimates fire demands flows by using the *Fire Suppression Rating Schedule*, Edition 6-80, Section 1 (Public Fire Suppression), published by the Insurance Services Office.

The fire flow duration for planning purposes is at least five hours. In general, minimum required fire demands for design are shown in Table 2-3.

Table 2-3
Fire Demands for Design Purposes

Development Type	Fire Demand (gpm)
Single family residential	2,000
Duplexes	2,500
Condominiums and apartments	3,000
Commercial	4,000
Industrial	6,000

Should application of the ISO methodology result in figures lower than those shown in Table 2-3, the CIP Project Manager may approve the ISO figures on a case-by-case basis following submittal of supporting calculations.

The required fire demand must be supplied from at least two fire hydrants within a maximum radius of 750 feet from the fire.

2.7 Pressure Criteria

2.7.1 Design Pressures

Water systems must be designed to provide the minimum residual pressures given:

(1) maximum day demands plus fire demand conditions, or
(2) peak hour demand conditions.

In analyzing the supply to a pressure zone, the minimum hydraulic grade line elevation available from the water source is used, a level that typically occurs during dry weather conditions. The maximum static pressure in gravity systems is determined from reservoir overflow elevations and/or the discharge control setting on pressure reducing valves, whichever is greater. The

maximum static pressure in pumped systems is determined from reservoir overflow elevations or pump shutoff levels, whichever is greater.

2.7.2 Operating Pressures

The basic pressure criteria for water system design are shown in Figure 2-4. Every water main in each pressure zone must be capable of supplying a minimum static pressure of 65 psi with no demand on the system. Operating pressures under the maximum day demand condition in the system (remote from a fire) or under peak hour demand conditions must fall no more than 25 psi below the static pressure with no demand on the system, and residual water main pressure must be at least 40 psi. Operating pressures are determined in the distribution system pipelines, excluding losses through service connections and building plumbing, and are measured relative to adjacent building pad elevations.

When analyzing a system with one source of supply (either a reservoir or a pipeline) out of service, pressures may fall more than 25 psi below static pressure with no demand on the system, but in no event may the pressure fall more than 40 psi.

2.7.3 Pressure Requirements During Fires

For the simulation of fire conditions, a minimum operating pressure of 20 psi is required in the mains (measured relative to the building pad elevation) in the vicinity of the fire, and a drop in pressure of no more than 25 psi below static is desirable for the remainder of the system. The residual pressure is determined given the fire demand concentrated at a hydrant within a radius of 750 feet of the fire, and with simultaneous water consumption occurring at the maximum day rate.

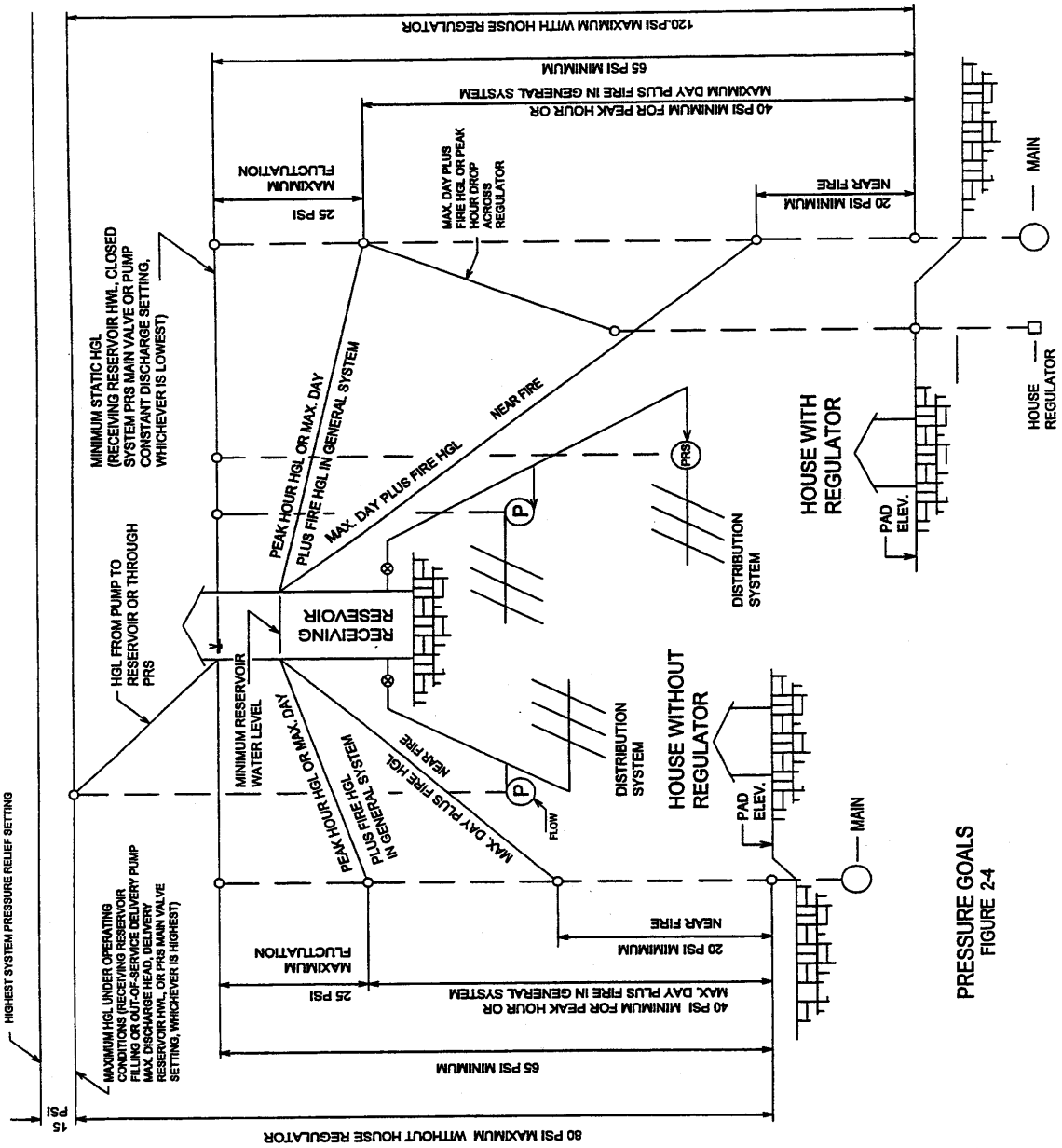
For water systems with available storage, the residual pressures in the distribution system during a fire are maintained given the following conditions:

- The water level in the storage facility at the time of the fire is at or near the minimum level that typically occurs with normal diurnal demands, and
- The prescribed 5-hour fire duration is coincident with the 5-hour period of highest water demands.

2.8 System Reliability

Water systems must be designed to meet the pressure criteria with one critical source out of service. Water mains must be designed so that no more than one, average-sized city block (approximately 30 homes) is out of service at any time, and no more than two fire hydrants (excluding fire services) are on a dead end or are out of service at any time. These provisions do not apply under earthquake conditions.

Water mains serving more than two hydrants or more than 30 homes must be looped, fed from two sources, or provided with a reservoir of sufficient capacity to supply the emergency needs (contingency and fire storage) as described below in subsection 2.9.


HIGHEST SYSTEM PRESSURE RELIEF SETTING
15 PSI
MAXIMUM HGL UNDER OPERATING CONDITIONS (RECEIVING RESERVOIR FILLING OR OUT-OF-SERVICE DELIVERY PUMP MAX. DISCHARGE HEAD, DELIVERY RESERVOIR HWL, OR PRS MAIN VALVE SETTING, WHICHEVER IS HIGHEST)
80 PSI MAXIMUM WITHOUT HOUSE REGULATOR
120-PSI MAXIMUM WITH HOUSE REGULATOR
65 PSI MINIMUM
40 PSI MINIMUM FOR PEAK HOUR OR MAX. DAY PLUS FIRE IN GENERAL SYSTEM
20 PSI MINIMUM NEAR FIRE
25 PSI MAXIMUM FLUCTUATION
MINIMUM STATIC HGL (RECEIVING RESERVOIR HWL, CLOSED SYSTEM PRS MAIN VALVE OR PUMP CONSTANT DISCHARGE SETTING, WHICHEVER IS LOWEST)
HGL FROM PUMP TO RESERVOIR OR THROUGH PRS
MINIMUM RESERVOIR WATER LEVEL
RECEIVING RESERVOIR
PEAK HOUR HGL OR MAX. DAY PLUS FIRE HGL IN GENERAL SYSTEM
MAX. DAY PLUS FIRE HGL
NEAR FIRE
MAX. DAY PLUS FIRE HGL NEAR FIRE
PEAK HOUR HGL OR MAX. DAY PLUS FIRE HGL IN GENERAL SYSTEM
MAX. DAY PLUS FIRE HGL OR PEAK HOUR DROP ACROSS REGULATOR
FLOW
P
PRS
DISTRIBUTION SYSTEM
HOUSE WITH REGULATOR
HOUSE WITHOUT REGULATOR
PAD ELEV.
HOUSE REGULATOR
MAIN
PRESSURE GOALS
FIGURE 2-4