



San Diego Unified Port District
Development Services Department
3165 Pacific Highway
San Diego, CA 92101
(619) 686-6419

**NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT
and
NOTICE of PUBLIC SCOPING MEETING**

Project Title: Seaport San Diego Redevelopment Project (UPD #EIR-2022-117) (Project)

Applicant: 1HWY1, LLC

Location: The Project site is comprised of approximately 102 acres of land and water in the San Diego Unified Port District, in San Diego County, California. The Project site is generally bounded by the San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the United States Ship Midway Museum to the north and outside of the Project site.

Reference: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375


The San Diego Unified Port District (District) will be the Lead Agency in preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for the Project. The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR for the Project. For agencies with jurisdiction over affected resources or approval authority for the Project, the District seeks information that is relevant to your statutory responsibilities in connection with the Project. An agency may need to use the Project's EIR when considering its permit or other approval for the Project. The Project description, location, and possible environmental effects of the Project are contained in the attached materials.

This Notice of Preparation (NOP) is available for a minimum 30-day public review period. Due to the time limits mandated by state law, your written comments must be sent to the District at the earliest possible date but no later than the deadline noted below. Written comments regarding environmental concerns must be submitted in writing and will be accepted until **5:00 p.m. on Monday, October 16, 2023**. Written comments should either be mailed to: San Diego Unified Port District, Development

Services Department, 3165 Pacific Highway, San Diego, CA 92101, or emailed to: SeaportSD@portofsandiego.org.

Two public scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in person on **Wednesday, September 27, 2023, at 5:00 p.m.** at the District Administration Building, Training Room, 3165 Pacific Highway, San Diego, CA 92101. The second meeting will be a virtual public scoping meeting held on **Thursday, September 28, 2023 at 5:30 p.m.** via Zoom: <https://hdrinc.zoom.us/j/92520367342?pwd=S2h5SEVsK2J5NkxEVE1SMFd4RW5oZz09> (Meeting Passcode: 561630, Webinar ID: 925 2036 7342).

For questions on this Notice of Preparation, please call the District's Development Services Department at (619) 686-6419.

Signature:  Date: 09/11/2023
Wileen C. Manaois
Director, Development Services

Issuance Date: September 14, 2023



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**NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT
for the
SEAPORT SAN DIEGO REDEVELOPMENT PROJECT
(UPD #EIR-2022-117)**

Publication of this Notice of Preparation (NOP) initiates the San Diego Unified Port District's (District's) compliance with the California Environmental Quality Act (CEQA) for the Seaport San Diego Redevelopment Project (Project). The NOP is the first step in the Environmental Impact Report (EIR) process. It describes the proposed Project and is distributed to responsible agencies, trustee agencies, cooperating federal agencies, and the general public. The District is the CEQA Lead Agency and the Project Applicant/Proponent is 1HWY1, LLC (1HWY1 or Applicant). As CEQA Lead Agency for the Project, the District is the public agency that would consider approval of an amendment to the Port Master Plan (PMP), real estate agreements, and entitlements required for the Project.

The NOP provides information describing the Project, its location, and its probable environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the Draft EIR. As stated in CEQA Guidelines (Guidelines) Section 15375, the purpose of the NOP is "to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR." The District encourages responsible and trustee agencies, OPR, interested parties, and the general public to provide this information to the District, so that the District can ensure that the Draft EIR meets the needs of those agencies. Pursuant to Guidelines Section 15063(a), the District has also prepared an Initial Study for the Project, which is attached to this NOP.

PROJECT TITLE: Seaport San Diego Redevelopment Project (UPD EIR#-2022-117)

PROJECT LOCATION: The Project site is generally situated between Downtown San Diego and the San Diego Bay waterfront and is specifically located less than one mile to the east of Coronado Island, approximately 1.4 miles south of San Diego International Airport, immediately west of the City's Downtown area, and approximately 12.5 miles north of the United States/Mexico international border (Project site). The Project site is comprised of approximately 102 acres of land and water in the San Diego Unified Port District, in San Diego County, California (See Figure 1, Vicinity and Site Location).

The Project site is generally bounded by San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the United States (U.S.) Ship Midway Museum (U.S.S. Midway) to the north and outside of the Project site. The Project site encompasses the existing G Street Mole (including Tuna Harbor Park and parking lot, but not including the Fish Market Restaurant); Tuna Harbor Pier and Tuna Harbor; Ruocco Park; Chesapeake Fish Company (including parking lot and working pier); Market Street Pier; Seaport Village (including parking lots and portions of Pacific Highway and Kettner Boulevard south of West Harbor Drive); and Embarcadero Marina Park North (EMPN) (including parking lot and surrounding open water area).

PROJECT APPLICANT: 1HWY1, LLC

EXISTING CONDITIONS: Existing land uses within the Project site include a variety of retail shops and restaurants that are part of the existing Seaport Village, parks and surface parking lots, and in-water uses including piers, docks, slips, and marinas that support commercial fishing and recreational boating. The Project site is comprised of approximately 102 acres. Existing acreage includes approximately 36 acres of land and approximately 66 acres of water (including approximately 27 acres of water currently outside the existing U.S. Pierhead Line within San Diego Bay). The entirety of the approximate 102-acre Project site is managed in trust by the District and includes public parks and promenades as well as areas that are leased or subleased by existing tenants in Seaport Village, Chesapeake Fish Processing Center, and Tuna Harbor. Seaport Village is the primary land-side development within the Project site. Seaport Village has a variety of small-scale shops, ancillary offices, galleries, and restaurants and includes a series of interconnected waterfront and interior pedestrian walkways and mature landscaping.

Existing development within the Project site totals approximately 125,978 square feet (sf) of single- to two-story structures consisting of retail (approximately 40,511 sf), restaurant (approximately 41,155 sf), existing commercial fishing facilities (approximately 25,000 sf), office (approximately 22,412 sf), and entertainment (approximately 1,500 sf) uses. The existing Project site also includes parking for approximately 902 vehicles (356 District-metered spaces and 546 privately-paid parking spaces),

landscaping, internal roadways, utilities, storm drains, and approximately 14.77 acres of area designated for park/plaza use.

The existing waterside areas are generally comprised of open water and/or a mix of recreational, visitor-serving commercial, and commercial fishing uses and associated infrastructure (i.e., piers, harbors, marinas, breakwaters). All existing waterside development is located within the currently established U.S. Pierhead Line, which runs generally parallel to the main shoreline and existing infrastructure at variable distances ranging from approximately several feet to 900 feet. The Federal Navigation Channel begins approximately 564 feet westerly from the existing U.S. Pierhead Line in San Diego Bay.

The District, acting by and through the District Board of Commissioners, controls the land and water use designations of the Project site within its certified Port Master Plan (PMP). For the water use designations, this includes approximately 36 acres of waterside area within the existing U.S. Pierhead Line boundary. The District is currently working on a draft of the Trust Lands Use Plan (TLUP), discussed further below, which will provide a water use designation for approximately 27 acres of waterside area currently outside of the existing U.S. Pierhead Line boundary but included in the proposed Project's waterside area.

Existing PMP landside designations (for the approximate 36 acres) include:

- Commercial Fishing (3.99 acres)
- Commercial Recreation (13.35 acres)
- Park/Plaza (14.77 acres)
- Streets (3.02 acres)

Existing PMP waterside designations (for the approximate 36 acres within the existing U.S. Pierhead Line boundary) include:

- Boat Navigation Corridor (10.28 acres)
- Commercial Fishing Berthing (18.71 acres)
- Recreational Boat Berthing (2.40 acres)
- Specialized Berthing (4.65 acres)

PROJECT DESCRIPTION SUMMARY:

As shown in Figure 2, the Project would include both landside and waterside improvements separated into seven landside planning blocks (Blocks A through G) and five waterside planning zones (Zones 1 through 5). The proposed Project Site is comprised of approximately 39 acres of land and approximately 63 acres of water which includes the approximately 27 acres of water currently outside the existing U.S. Pierhead Line within San Diego Bay. Generally, the Project proposes a mix of uses within the Project site including extensive plazas, parks and promenades; piers and marinas; hospitality, retail and restaurants; commercial fishing uses; multiple visitor attractions; an urban beach; and educational uses. The Project is designed around the unique opportunities of a large, centrally located waterfront site in a major metropolitan area.

The landside portion of the Project proposes ten new buildings ranging from two to 34 stories and comprising approximately 2.7 million sf of mixed-use development. The Project includes up to 2,050 hotel rooms, in seven hotels dispersed among five buildings reflecting a wide range of room types and costs. Up to 25 percent of the overnight accommodations will be lower-cost options, such as hostel and/or micro-hotel guestrooms.

The Project's unique visitor attractions include a 500-foot tower with observation deck, an aquarium and butterfly exhibit, and an event center. In addition, the Project proposes approximately 215,000 sf of commercial space, including retail, health and wellness facilities, and indoor and outdoor restaurants. Other proposed facilities include blue/marine technology offices, a new commercial fish processing facility with offices, and a learning center for environmental education.

The Project will also provide over 16 acres of plazas, parks, walkways and recreation facilities, including an urban beach, living shoreline, expanded promenade, and an elevated walkway (the Green Strand) that spans Landside Blocks A, B, C, F, and G. Project signage will include identity signs, wayfinding signs, digital signs, and building and commercial tenant signs. The Project also includes the retention, removal, relocation, and/or replacement of existing public art throughout the Project Site. The Project also proposes approximately 2,250 parking spaces.

On the waterside zones, the Project proposes a variety of commercial and recreational uses including marinas and boating facilities, providing approximately 128,290 sf of floating docks and gangways and approximately 159 boat slips, including slips for kayaks and personal watercraft. These facilities would accommodate a wide array of watercraft, including commercial fishing vessels, small recreational boats, excursion boats, water taxis, and large vessels. The Project also proposes two public access piers and a new harbormaster facility.

Proposed shoreline modifications include the installation of concrete deep soil mixed buttresses to stabilize the shoreline and protect against liquefaction. The Project would also increase existing elevation by up to three feet in Landside Blocks A, B, C, and F, with transitions within the Project site to meet the existing grade of surrounding areas and improvements. Improvements to the waterside may include temporary removal and replacement of portions of the existing revetment and possible dredging to accommodate waterside development.

The proposed Project would be constructed in phases over an approximately seven- to nine-year period, and involves demolition of both the landside and waterside including approximately 124,478 sf of existing landside development as well as internal roadways, parking, promenades, plazas, parks, landscaping, floating docks, and existing overwater building. Phasing will result in intermittent closures and relocation of public parking, parks, internal roadways, and promenades. A construction lay down area and construction parking are proposed within the Project site during all phases of construction. Roadway and infrastructure improvements, new subterranean parking garages, and foundation systems for the proposed buildings will be constructed along with the other project components. Proposed cut and fill grading would result in export and import of soil. Onsite drainage would be treated onsite and collected into new storm drains that would tie into existing storm drain outfalls, with exception of an existing storm drain box culvert that will be relocated to a new outfall location within the Project site in San Diego Bay. Construction of the Project also includes various wet and dry utility onsite and offsite relocations and installations, along with related easement vacations/recordation of new easements.

The Project would also include an extension of the existing U.S. Pierhead Line approximately 354 feet west from the existing U.S. Pierhead Line to accommodate the proposed water-side improvements within Waterside Planning Zones 2, 3, 4, and 5. The proposed U.S. Pierhead Line extension would maintain an approximate 210 feet clearance from the Federal Navigation Channel and comprises an area of approximately 27 acres.

The Draft EIR will also evaluate three optional project features: (1) a water cut feature bisecting Landside Blocks A and B; (2) a pier extension in Water Zone 2 to accommodate additional recreational berthing, transient berthing, and dock-and-dine; and (3) a proposed pier reorientation in Water Zone 4.

Landside Improvements

Upon buildout of the landside improvements, the Project would construct a total of ten new buildings within the seven land blocks, which are summarized further below going from north to south in the following order: Blocks G (G Street Block), F (Harbor Drive Block), A (Pacific Highway Block), B (Kettner West Block), C (Kettner East Block), D (Ruocco Park Block), and E (Marina Park Block).

Block G (G Street Block). The Project proposes the following within Block G:

- Tuna Harbor Park Improvements (reconstruction of existing walkways and installation of landscaping)
- Commercial Fishing Operations Building (approximately 33,646 sf) including:
 - Commercial Fish Processing Facility (approximately 17,369 sf)
 - Commercial Fishing Offices (approximately 9,613 sf)
 - Offices (approximately 6,664 sf)
- Commercial Fish Market (approximately 10,525 sf of dedicated outdoor space)
- Commercial Fishing Storage Area (approximately 4,674 sf)
- Public Facilities (approximately 1,021 sf), includes public restroom facility
- Back of House Area (approximately 667 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (surface parking lot with approximately 73 parking spaces, with 64 dedicated to commercial fishing; subterranean garage with approximately 233 parking spaces; and roadway connection improvements to North Harbor Drive)

Block F (Harbor Drive Block). The Project proposes the following within Block F:

- Replacement of existing Ruocco Park use (3.31 acres) to Block D (Ruocco Park Block), and replacement of existing seafood processing facility (approximately 25,000 sf) to Block G (G Street Block)
- Full-Service Hotel and Conference Center (approximately 381,626 sf; 473 guest rooms; 30 story-building with an occupiable roof)
- The Blue Campus (approximately 540,221 sf) including:
 - Aquarium (approximately 201,830 sf) and Butterfly Pavilion attraction (approximately 26,123 sf); total 5 stories
 - Learning Center (approximately 92,201 sf); levels 1-5
 - Blue Tech Innovation Center (BTIC) (approximately 220,067 sf); levels 6-21

- Restaurant Uses (approximately 64,238 sf total comprised of 44,800 sf of indoor space, 18,950 sf of outdoor space, and 320 sf of kiosk space)
- Retail Uses (approximately 17,404 sf total comprised of 16,916 sf of indoor space and 488 sf of kiosk space)
- Back of House Area (approximately 96,361 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage with approximately 862 parking spaces; and roadway connection improvements to North Harbor Drive and Pacific Highway)

Block A (Pacific Highway Block). The Project proposes the following within Block A:

- Relocation of existing Loeff Carousel to Block E (Marina Park Block)
- Iconic Tower (approximately 410,405 sf; 34-story building with occupiable roof), including:
 - Hotel Use (approximately 284,986 sf; 400 guest rooms)
 - Restaurants (approximately 11,013 sf comprised of 9,120 sf of indoor space and 1,893 sf of outdoor space)
 - Retail/Health and Wellness Use (approximately 2,995 sf)
 - Observation Deck (approximately 43,304 sf)
 - Art Exhibition Space (approximately 30,000 sf)
 - Atrium (approximately 40,000 sf)
 - Marina Facility (Landside) (approximately 1,843 sf)
- Retail Kiosk (approximately 244 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage under Block F (Harbor Drive Block) extends under Block A with dedicated vehicle drop-off point at northeast corner of the Iconic Tower adjacent to the terminus of Pacific Highway)

Block B (Kettner West Block). The Project proposes the following within Block B:

- Micro Hotel (approximately 102,560 sf; 285 guest rooms; 14 story-building with occupiable roof)
- Hostel (approximately 41,396 sf; 121 guest rooms; 9-story building)
- Dual Hotel Building (approximately 349,427 sf; 552 guest rooms; 26 story building with occupiable roof)
 - Select Service Hotel (approximately 156,967 sf; 276 guest rooms)
 - Extended Stay Hotel (approximately 192,460 sf; 276 guest rooms)
- Event Center (approximately 102,424 sf)
- Restaurants (approximately 39,767 sf total comprised of 26,801 sf indoor space and 12,966 sf outdoor space)
- Retail/Health & Wellness (approximately 47,753 sf)
- Public Facilities (approximately 3,430 sf), includes public restroom facilities
- Back of House/Service Area (approximately 109,141 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage with approximately 591 parking spaces; and internal connection between Pacific Highway and Kettner Boulevard)

Block C (Kettner East Block). The Project proposes the following within Block C:

- 5-star Hotel Building (approximately 249,308 sf; 14-story building)
 - Hotel (approximately 214,232 sf; 219 guest rooms)
 - Meeting and Event Facilities (approximately 15,111 sf)
 - Health and Wellness Amenities (approximately 19,965 sf)
- Restaurants (approximately 53,370 sf total comprised of 42,941 sf indoor space and 10,429 sf outdoor space)
- Back of House/Service Area (approximately 89,425 sf)

- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage with approximately 350 parking spaces; and roadway connection and improvements to Kettner Boulevard south of West Harbor Drive)

Block D (Ruocco Park Block). The Project proposes the following within Block D:

- Relocated Ruocco Park (approximately 3.5 acres total) including:
 - Ruocco Nature Play Area (approximately 52,000 sf)
 - Ruocco Lawn (approximately 60,000 sf)
- Restaurants (approximately 2,284 sf total comprised of 1,346 sf outdoor space and 938 sf kiosk space)
- Retail (approximately 244 sf kiosk space)
- Marina/Public Facilities (approximately 1,485 sf), includes public restroom facilities
- Parking Improvements (subterranean parking garage under Block B (Kettner West Block) extends under Block D and provides direct pedestrian access to Block D)

Block E (Marina Park Block). The Project proposes the following within Block E:

- Relocated Looff Carousel with new enclosure (approximately 4,000 sf)
- The Knoll Recreational Open Space Area (approximately 67,000 sf)
- Public Urban Beach (approximately 68,000 sf)
- Living Shoreline (approximately 32,000 sf)
- Educational Play Area (approximately 50,000 sf)
- Restaurants (approximately 694 sf kiosk space)
- Retail/Health and Wellness (approximately 4,761 sf)
- Public Facilities (approximately 2,127 sf), includes public restroom facilities

Waterside Improvements

Upon buildout of the waterside improvements, the Project would include two public access piers, one pier dedicated to commercial fishing, three marinas (with one marina dedicated to commercial fishing), various day use docks and slips, a public beach, living shoreline, and optional water cut feature. Waterside improvements are discussed further below going from north to south in the following order: Zones 1 (Midway Cove Marina), 2 (G Street Mole Marina), 3 (Tuna Harbor), 4 (Corner Marina), and 5 (Kettner Mole). The Project also proposes to extend the existing U.S. Pierhead Line approximately 354 feet west of the existing U.S. Pierhead Line to accommodate the proposed waterside improvements within Zones 2, 3, 4, and 5. The newly proposed U.S. Pierhead Line will maintain an approximately 210 feet clearance from the Federal Navigation Channel.

Zone 1 (Midway Cove Marina). The Project proposes the following within Zone 1:

- Floating docks and gangways (approximately 14,100 sf)
- Installation of 24-inch square concrete piles (up to 22 new piles)
- Creation of 8 boat slips
 - 60 foot long In-Slip (2 spaces), Side-Tie (1 space)
 - 80 foot long In-Slip (2 spaces)
 - 100 foot long In-Slip (2 spaces)
 - 120 foot long Side-Tie (1 space)
- Kiosk for water taxi ticketing

An optional Project feature (Extended Pier Option) would also be studied which would include additional recreational berthing and dock-and-dine boating slips that would be added to the proposed improvements within Zone 1. With the Extended Pier Option, the following additional improvements would be made within Zone 1:

- Floating docks and gangways (approximately 15,800 sf)
- Fixed pier (approximately 17,200 sf)
- Installation of 24-inch square concrete piles (up to 100 new piles)
- Fixed sheet pile breakwater (850 feet long)
- Creation of 25 boat slips
 - 40 foot long Side-Tie (20 spaces)

- 80 foot long Transient Side-Tie (5 spaces)

The Extend Pier Option would also include an adjustment to the water zone boundary between Zone 1 and Zone 2 to separate the Commercial Recreation uses in Zone 1 from Commercial Fishing uses in Zone 2.

Zone 2 (G Street Mole Marina). The Project proposes the following within Zone 2:

- Installation of 24-inch square concrete piles (up to 122 new piles)
- Fixed pier (approximately 32,800 sf)
- Fixed sheet pile breakwater (600 feet long)
- Creation of 8 boat slips
 - 80 foot long Transient Side-Tie (8 spaces)

Zone 3 (Tuna Harbor). The Project proposes the following within Zone 3:

- Floating docks and gangways (approximately 60,700 sf total, comprised of 23,410 sf replacement of demolished floating docks and 37,290 sf of new floating docks)
- Installation of 24-inch square concrete piles (up to 72 new piles)
- Fixed pier (approximately 61,617 sf total, comprised of 33,117 sf of existing pier area and 28,500 sf of new pier area)
- Fixed sheet pile breakwater (approximately 1,100 feet long)
- Creation of 96 boat slips
 - 50 foot long In-Slip (21 spaces), Side-Tie (12 spaces)
 - 60 foot long In-Slip (12 spaces)
 - 70 foot long In-Slip (14 spaces)
 - 80 foot long In-Slip (21 spaces), Side-Tie (7 spaces)
 - 100 foot long Side-Tie (3 spaces)
 - 120 foot long Transient Side-Tie (6 spaces)

Zone 4 (Corner Marina). The Project proposes the following within Zone 4:

- Floating docks and gangways (approximately 75,500 sf)
- Fixed pier (approximately 88,593 sf total, comprised of 17,893 sf of existing pier area and 70,700 sf of additional pier area)
- Installation of 24-inch square concrete piles (up to 349 new piles)
- Fixed sheet pile breakwater (approximately 1,000 feet long)
- Creation of 35 boat slips
 - 50 foot long Side-Tie (3 spaces)
 - 80 foot long In-Slip (1 space)
 - 100 foot long In-Slip (3 spaces), Side-Tie (7 spaces)
 - 120 foot long In-Slip (7 spaces), Transient Side-Tie (9 spaces)
 - 150 foot long In-Slip (3 spaces)
 - 200 foot long In-Slip (1 space)
 - 225 foot long In-Slip (1 space)
- Harbormaster Facility (approximately 11,178 sf total; approximately 7,500 square foot building footprint)
- Overwater Restaurant (approximately 6,408 sf; approximately 4,500 sf building footprint)

Two optional Project features would also be studied for Zone 4: (1) an alternative Market Street Pier design, and (2) an optional water cut feature extending from Zone 4 bisecting Landside Blocks A and B.

Straight Market Street Pier Concept. The alternative Market Street Pier design is identified as the Straight Pier Concept. The Straight Market Street Pier Concept considers a Market Street Pier extension that extends straight from the existing pier. Under the alternative pier design feature, the following improvements would be made within Zone 4 instead of the improvements envisioned under the proposed angled pier concept:

- Floating docks and gangways (approximately 16,800 sf)
- Installation of 24-inch square concrete piles (up to 450 new piles)
- Fixed pier (approximately 49,400 sf total – 14,300 sf of existing pier area and 35,100 sf of additional pier area)

- Fixed sheet pile breakwater (approximately 1,100 feet long)
- Creation of 8 boat slips
 - 50 foot long Side-Tie (1 space)
 - 100 foot long Side-Tie (7 spaces)

Water Cut Feature Concept. The optional water cut feature is envisioned as a feature that would bring water from San Diego Bay into the Project site by way of a constructed channel that would be located over the existing fault zone between Land Blocks A and B. Existing riprap would be removed to connect the channel to the bay. Underground utilities are also present in this area. Given the varying levels of the water due to tidal action, it is anticipated that the retaining walls would extend approximately 15 feet with structural supports extending approximately 60 feet. Health and safety codes would require a 42-inch-high solid barrier between pedestrians and the water. The promenade would function as a “bridge” over this channel, with the span of the bridge to be determined. The overall width of the water cut would range from 20 to 60 feet.

Zone 5 (Kettner Mole). The Project proposes the following within Zone 5:

- Floating docks and gangway (approximately 1,400 sf)
- Installation of 24-inch square concrete piles (up to 90 new piles)
- Fixed pier (approximately 19,400 sf)
- Creation of 12 boat slips for human-powered and personal watercraft
 - 10 foot long In-Slip (12 spaces)
- Urban Beach (approximately 129,900 sf)
 - Shoreline Excavation (estimated 40,400 cubic yards)
 - Shoreline Fill (estimated 30,500 cubic yards)
- Living Shoreline (approximately 52,600 sf) with constructed wetland habitat

PROBABLE ENVIRONMENTAL EFFECTS AND PROPOSED SCOPE OF THE EIR: The Draft EIR will analyze and disclose the direct and indirect potentially significant impacts that would result from construction and operation of the Project under Existing Plus Project and Cumulative conditions (Guidelines §§15126.2, 15130), in addition to other analysis scenarios that may be appropriate for the Draft EIR. Where significant impacts are identified, the Draft EIR will describe potentially feasible mitigation measures that could minimize significant adverse impacts (Guidelines §15126.4).

Based on the Initial Study prepared for the Project (attached), the Draft EIR will evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines, including but not limited to the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The Draft EIR will evaluate cumulative impacts of the Project, including the effects of other past, present, and reasonably foreseeable projects in the vicinity (Guidelines §15130). The Draft EIR will also identify and examine a range of reasonable alternatives to the Project, including, but not limited to, a No Project Alternative (Guidelines §15126.6).

ENVIRONMENTAL LEADERSHIP DEVELOPMENT PROJECT STATUS The Applicant has informed the District that it intends to submit the Project for consideration to the State's Assembly Bill (AB) 900 program, also known as the Jobs and Economic Improvement through Environmental Leadership Act (California Public Resources Code Sections 21178-21189.3) that passed in 2011 and has been subsequently amended and extended by Senate Bill 743 and 149 amongst others. For large development projects that both create jobs and meet a high standard of environmental stewardship and public benefits, AB 900 facilitates timely delivery of such benefits by streamlining the judicial review process of CEQA.

The Governor must approve a project's eligibility to participate in the AB 900 program. For AB 900 projects certified by the Governor, any actions or proceedings brought to attack, review, set aside, void, or annul the certification of the EIR or the granting of any project approvals that require the actions or proceeds to be resolved are subject to the procedures set forth in Sections 21185 to 21186, inclusive,

of the Public Resources Code. Such judicial actions, including any appeals, must be resolved, to the extent feasible, within 270 days of the filing of the certified record pursuant to Section 21186. AB 900 does not change the environmental impact analysis or public engagement required under CEQA; the program enhances transparency requirements for timely posting of all EIR documents and materials that will be part of the Project's administrative record of proceedings on a public website once the Draft EIR is circulated for public review.

PORT MASTER PLAN UPDATE STATUS

The District is in the process of updating its certified PMP and has circulated a Draft Port Master Plan Update (PMPU) and Draft Program EIR (PMPU Program EIR) for public review and comment. The District is now preparing responses to the public comments received and preparing the Final PMPU Program EIR and PMPU. The District anticipates seeking certification of the Final PMPU Program EIR and approval of the PMPU in 2023/2024. If approved, the District will seek certification of the PMPU with the California Coastal Commission (CCC). If the PMPU is certified by the CCC prior to approval of the Project, the Project will seek an amendment to the PMPU rather than an amendment to the current PMP.

TRUST LANDS USE PLAN STATUS

Pursuant to Senate Bill (SB) 507, the California State Lands Commission (State Lands) granted approximately 8,000 additional acres of tidelands and submerged lands within San Diego Bay to the District on January 1, 2020. Approximately 27 acres of the Project Site is included in the approximately 8,000 acres transferred to the District, and is located outside of the existing U.S. Pierhead Line. Pursuant to SB 507, the Port is creating a Trust Lands Use Plan (TLUP) for the additional area and will add it to the certified PMP via an amendment to establish use designations and bring the newly granted areas into the District's coastal permitting jurisdiction. If the TLUP is approved prior to Project approval, the Project will require an amendment to the TLUP. If the TLUP is not approved prior to Project approval, the Project will require a separate Coastal Development Permit (CDP) from the CCC for development in the approximately 27 acres of the Project Site currently outside of the existing U.S. Pierhead Line.

NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act (NEPA) applies to projects which are approved in whole or in part by federal agencies. The Project anticipates that it will require approval from the U.S. Army Corps of Engineers and possible other federal agencies including U.S. Fish and Wildlife, National Marine Fisheries Service, and National Oceanic and Atmospheric Administration for the proposed waterside improvements that would occur within the San Diego Bay. The District is seeking input, comment, and early consultation from federal agencies on this Project.

NOTICE OF PREPARATION COMMENTS: This NOP is available for a minimum 30-day public review period that starts on September 14, 2023, and ends at 5:00 p.m. on October 16, 2023. The NOP is available for public review online at: <https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents> or at the Office of the District Clerk, 3165 Pacific Highway, San Diego, CA 92101. Written comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District
Development Services Department
3165 Pacific Highway San Diego, California 92101
Or emailed to: SeaportSD@portofsandiego.org

Responses to the NOP must be received by **5:00 p.m. on Monday, October 16, 2023**. Please reference 'Seaport San Diego Redevelopment Project' in all correspondence.

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Commenters should focus comments on potential impacts of the Project on the physical environment. Commenters are encouraged to identify ways that potential adverse effects resulting from the Project might be minimized and to identify reasonable alternatives and mitigation measures to the Project.

PUBLIC SCOPING MEETINGS: Two scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in person on **Wednesday, September 27, 2023, at 5:00 p.m.** at the District Administration Building, Training Room, 3165 Pacific Highway, San Diego, CA 92101. The second meeting will be a virtual public scoping meeting held on **Thursday, September 28, 2023 at 5:30 p.m.** via Zoom:

<https://hdrinc.zoom.us/j/92520367342?pwd=S2h5SEVsK2J5NkxEVE1SMFd4RW5oZz09>

(Meeting Passcode: 561630, Webinar ID: 925 2036 7342).

The District, as the CEQA lead agency, will review the public comments received during the scoping period to determine what issues should be addressed in the EIR. Other opportunities for the public to comment on the potential environmental effects of the Project are as follows:

- A minimum 45-day public review and comment period for the Draft EIR
- A Board of Port Commissioners meeting to consider certification of the EIR

For questions on this Notice of Preparation, please call the District Development Services Department at (619) 686-6419. For updates on the Seaport San Diego Redevelopment Project, please visit the District's Central Embarcadero webpage at:

<https://www.portofsandiego.org/projects/central-embarcadero>

Attachments:

Figure 1, Regional and Vicinity Map

Figure 2, Project Site Planning Areas

Environmental Initial Study Checklist

Figure 1. Regional and Vicinity Map

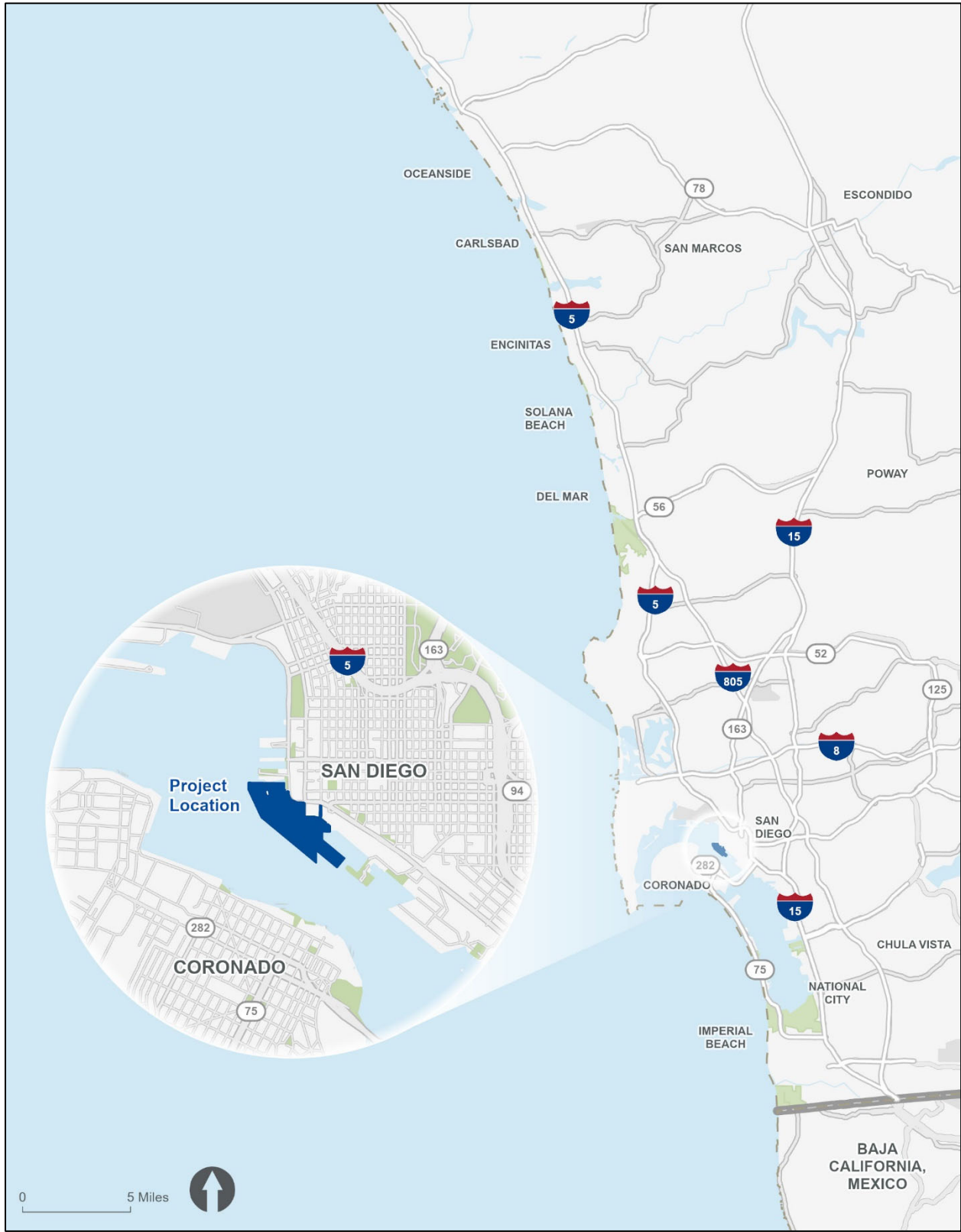


Figure 2. Project Site Planning Areas

