SAN DIEGO UNIFIED PORT DISTRICT
DEVELOPMENT SERVICES DEPARTMENT
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COASTAL DEVELOPMENT PERMIT

Applicant: Sunroad HIE Hotel Partners, L.P.
dba Sunroad Enterprises
8620 Spectrum Center Blvd., Suite 1100
San Diego, CA 92123

Project: Sunroad Harbor Island East Hotel Project

Location: 851 Harbor Island Drive, San Diego, CA 92101

You are hereby granted a Coastal Development Permit (this "Permit"). This Permit is issued in conformance with the California Coastal Act of 1976 ("Coastal Act) and the Coastal Permit Regulations of the San Diego Unified Port District ("CDP Regulations"), as adopted by the Board of Port Commissioners (BPC) on July 1, 1980, Resolution No. 80-193, and as amended on December 2, 1980, Resolution No. 80-343, and on February 14, 1984, Resolution No. 84-62, in accordance with the provisions for the issuance of a [ ] Emergency [ ] Non-Appealable [X] Appealable Coastal Development Permit.

Date of Board Action: November 9, 2021

Board of Port Commissioners Resolution Number: 2021 - XX

Date of Permit: XXXXXXX, 2021

Application Number: 2021-XXX

Permit Number: CDP-2021-XXX

The Project, as defined below, is located within the jurisdiction of the San Diego Unified Port District (District) and in the California coastal zone. The Project constitutes development pursuant to Coastal Act Section 30106, as it would result in the placement of solid material on a structure, erection of structures, grading, and change in the intensity of use of land. As described below, the Project conforms with the policies and standards of the Port Master Plan. The Project is an appealable development pursuant to Section 30715 of the Coastal Act as it constitutes a category of development identified in Section 30715 as appealable (a hotel). The Project is also located between the sea (as defined in the Coastal Act) and the first inland continuous road paralleling the sea, and the Project

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is consistent with Public Resources Code Sections 30210-30224, and the Coastal Act public access and recreation policies referenced therein. The Project would activate the area by enhancing public access and public recreation by improving the property to include a waterfront promenade, public art, and amenities such as mini-destinations, café and restaurants for the public to enjoy. The Project would not negatively impact the marine environment, is protective of water quality, does not adversely impact visual or scenic resources, and is appropriately sited within a well-developed commercial area. Therefore, it is fully consistent with Chapter 3 and 8 of the Coastal Act. The Project conforms to the current land use designations of "Commercial/Recreation" and "Open Space," the Precise Plan map and text in the Harbor Island/Lindbergh Field Planning District, and Project list Project No.1: Hotel Complex (Table 9), of the certified Port Master Plan (PMP).

This Permit is limited to the development described below and set forth in material on file with the District, and subject to the terms, conditions, and provisions hereinafter stated:

DEVELOPMENT

Sunroad HIE Hotel Partners, L.P., dba Sunroad Enterprises, as the applicant and permittee for the Project (Permittee), proposes development of the Sunroad Harbor Island East Hotel, which would involve demolition of the existing improvements within the project site, site preparation, and construction, including: grading, development, operation and maintenance of a 450 room dual-brand hotel structure and associated amenities including a walk-up restaurant and bar area, swimming pool, jacuzzi spa, retail space, conference space, parking lot(s), waterfront promenade and landscaping (Project). The Project is located at the northeast corner of Harbor Island Drive and East Harbor Island Drive, consisting of two parcels totaling approximately 7.55 acres (Project Site) (Exhibit 1). One parcel is approximately 6.43 acres and is designated as Commercial Recreation in the certified PMP. It is currently improved with asphalt and used as a temporary parking lot. The other parcel is approximately 1.12 acres, currently designated as Open Space in the certified PMP, and is currently improved with limited landscaping. The Project site is currently developed with a 740-space parking lot that has provided temporary parking for a variety of District tenants. These parking areas have been allowed under a District Tideland Use and Occupancy Permit that allows for the interim parking use and can be cancelled with 30 days' notice. The boundary of the Project Site is delineated on Precise Plan Map Figure 9 in Planning District 2 of the certified PMP (Exhibit 2).

The Project would include construction and operation of the following project components (see Attachment A, Project Plans):

Hotel Building

The Project would construct a dual-branded hotel complex with up to 450 rooms, including an extended stay hotel and a limited service hotel within a single building. Common areas serving both hotel brands, such as lobby, registration desks or pods, lounge and bar, and breakfast area, would be provided on the ground floor. The extended stay wing would consist of 12 floors and include approximately 200 rooms, with the rooms distributed from levels 2 through 12. The extended stay wing would have a building footprint of

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approximately 9,500 square feet and total floor area of approximately 118,000 gross square feet (GSF).

The limited service wing would consist of 15 floors and include approximately 250 rooms and the rooms would be distributed from levels 2 through 15, with a total floor area of approximately 123,000 GSF.

In addition to the common areas/amenities serving the dual brand hotel, the ground floor would also include meeting rooms and ballrooms totaling approximately 10,000 GSF. The hotel building would also include amenities such as a fitness center and restrooms totaling approximately 3,000 GSF and retail shops totaling approximately 350 GSF. The ground floor would also include other areas necessary for hotel operations such as space for administrative functions, laundry, and operational equipment. The Project would have a total building footprint of approximately 34,000 SF (approximately 12.5% site coverage) and the maximum building gross square footage of the Project would be approximately 265,000 GSF.

Outside of the proposed hotel building, the Project would provide an outdoor swimming pool with jacuzzi spa and outdoor private function space for hotel guests and approximately 3,500 GSF of walk-up restaurant or bar area open to the public.

The maximum height of the building would be approximately 160 feet from finished grade to the top of the building parapet (excluding the elevator overrun and mechanical enclosures). The maximum height including the elevator overrun and mechanical enclosures would be 175 to 180 feet. The maximum height approved by the Federal Aviation Administration (FAA) is up to 224 feet above ground level (AGL) or 237 feet AMSL to accommodate the building flagpole.

The tower is strategically placed on the widest portion of the site, while still providing open space buffer between the promenade and the hotel to soften the structure and minimize the impact of the building height to the pedestrian experiencing the promenade. The siting, as well as the Bay to Street connection also provides maximum permeability of views through the site, allowing view preservation.

Building Materials and Design

The building massing is a combination of floor-to-floor openings consisting of low E glass in a blueish grey tint and solid Exterior Finish and Insulation System (EFIS) panels. The Project will comply with all aspects of Cal Green Building Standards Code, as applicable. To prevent potential bird-strikes, the Project includes an overall façade that limits continuous glass surfaces by alternating between glass and solid panels in an approximately 50% to 50% ratio. Approximately 96% of the glass surfaces are envisioned in a low E blueish grey tinted glass with a visible light exterior reflectance value of 25%.

A shimmering effect mimicking ocean sun reflection is proposed for the remaining glass surfaces through the use of angled glazed panels with a warmer color coating. The shimmering accent glass would be directed away from San Diego International Airport

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and would comprise only 2% of the overall façade, and the EFIS and accent glass are intermittently placed to avoid large expanses of glass.

The ground level would be highly transparent with the use of a low E storefront glazing system at the entry and through most of the ground level. The pre-function space would host a folding door system that would allow a more visual connection between the indoor space and the outdoor space.

Lighting and Signage

Project lighting would be consistent with Lighting Zone standards adopted by the Illuminating Engineering Society and International Dark Sky Association and the City of San Diego outdoor lighting ordinance (Ordinance Number 20186) that requires outdoor light fixtures to limit light pollution through the use of drop cast configuration, shielding, or flat lenses. The Project design includes ambient lighting where lighting is typically used for safety and activity. In addition, lighting levels may be extinguished or reduced as activity levels decline. Light-emitting diode (LED) lighting would be used throughout the Project Site. The proposed LED lighting would not exceed 2,700 Kelvin (K) and would not be facing the waterside.

Each hotel brand is proposed to have two building signs that will comply with the District's Tenant Signage Guidelines. The Project would have a total of four LED marquis building signs, backlit with additional side shields to minimize light spill. The extended stay hotel brand is proposed to have a vertical sign approximately 20 feet by 5 feet in size on the south façade mounted to the concrete circulation core. A horizontal sign approximately 3 feet by 20 feet in size would be located on the top south east corner at the parapet. The limited service hotel brand would have one sign on the west façade approximately 12.5 feet by 12.5 feet in size that would cover the top of the circulation core. A second sign on the east façade would be approximately 7.5 feet by 7.5 feet in size.

Landscaping and Water Quality Design Features

All proposed landscaping would be drought-tolerant and non-invasive pursuant to State of California, California Native Plant Society, and California Invasive Plant Council, except for turf proposed on the Hotel parcel and the Open Space parcel. Proposed landscaping also would be 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. The Project would provide the following categories of landscaping materials:

- A combination of trees, Chaparral Sage Scrub hydroseed mix, Coastal Sage Scrub hydroseed mix, and turf on the Open Space parcel;

- Screen hedges to provide visual screening along the northwestern and eastern limits of the Project site consisting of tree and shrub species;

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- Berm plantings of trees and shrub understory to create a visual screen between the two proposed parking lots and Harbor Island Drive and East Harbor Island Drive;

- Trees and shrub understory within each of the proposed parking lots; and

- Ornamental gardens at several locations around the exterior of the proposed hotel building.

The Project would result in approximately 172,000 SF of impervious surface area, including the building footprint of the proposed hotel, the main entry ways and drop off locations, surface parking areas, the pedestrian promenade, pathways, and other general hardscape areas. With respect to permanent water quality design features, the proposed Project would include biofiltration vaults to remove pollutants from onsite drainage flows and would label drainage inlets to discourage dumping.

Utilities

The Project would include the following utility infrastructure connections and improvements:

- Water – The Project would be connected to an existing 16" water line in Harbor Island Drive west and south of the property to provide water service to the Project.
- Wastewater – An existing 15" sewer line in Harbor Drive south of the property would provide sewer service to the Project. In addition, there are two 12" VCP sewer lines directly servicing the property from the 15" VCP sewer line. One or both lines would provide service to the Project.
- Stormwater – An existing 30" storm drain along the northerly boundary of the property would receive stormwater for most of the site. In addition, there is an existing 18" RCP storm drain along the easterly boundary that may provide an additional outfall for stormwater flow. Site drainage would be by overland flow and onsite storm drain systems to the two existing storm drains. No additional outfalls to the harbor are proposed as part of the Project.
- Electric, Telephone, and Cable – Electric, telephone, and cable lines run along Harbor Island Drive at the property frontage, and through the west corner of the Open Space parcel. In addition, two electric lines transect the site along the northern portion, and one transects the Open Space parcel. The existing lines would serve the Project.
- Gas – A gas line runs along Harbor Island Drive at the property frontage, and through the west corner of the Open Space parcel. This existing line would serve the Project.

All on-site utilities would be installed underground with the exception of transformer boxes and cabinet facilities.

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Site Access and Parking

Vehicular access to the Project Site would occur at two locations from Harbor Island Drive: on the northwestern and southern ends of the Project Site. Ride share drop-off and pick-up areas would be located at each of the hotel entrances. The porte cochere and circle drives would accommodate buses for turning radius and height clearances. Service entrances and related facilities would be located at the easternmost end of the building and buffered from view by proposed trees and shrubs.

Based on the District's parking guidelines, the Project is required to provide 311 parking spaces for the hotel, retail and restaurant uses on site. The Project would provide approximately 350 parking spaces within two surface parking areas located on the eastern and western sides of the proposed hotel building. The proposed parking would be integrated into the Project Site interior and would minimize its visibility from Harbor Island Drive by installing additional landscaping along the Project Site frontage, including landscaped berms ranging from approximately three to five feet tall that would be located between each parking lot and Harbor Island Drive. The berm along the western parking lot would be approximately 250 feet long while the berm along the eastern parking lot would be approximately 290 feet long. Of the 350 total parking spaces, 14 would be designated for public parking, 10 would be designated for Americans with Disabilities Act (ADA) spaces, and 2 would be ADA van-accessible spaces. In addition, electric vehicle (EV) parking spaces will be provided in accordance with applicable code(s). All hotel, restaurant and retail employees parking would be accommodated onsite. Additionally, a bicycle rack would be provided on the Project Site for public use.

The eastern parking lot is located at the front main entrance to the hotel with access from Harbor Island Drive. The primary features of the eastern lot are:

- direct connection to the hotel's Porte cochere entrance;
- primary hotel guest parking lot, with any overflow accommodated in the western lot; and
- vehicle drop off area located adjacent to the lot at hotel entrance.

The primary features of the western lot are:

- parking for special events and meetings,
- drop off area at the rear entrance to the hotel with direct access to meeting rooms and ballroom areas,
- public parking (14 stalls reserved for public use at western parking entrance),
- overflow hotel guest parking, and
- vehicle drop off area located adjacent to the lot at hotel entrance.

The existing bus turnout southerly of the Project Site along Harbor Island Drive would remain at its current location. The District Shuttle would use the existing bus turnout to provide service to the proposed Project Site. Sunroad shall provide financial participation in the District Shuttle system based on a fair share formula determined by the District.

The Project also will participate in or provide a shuttle service to transport hotel guests to and from the San Diego International Airport (SDIA).

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Public Art

Public art is intended to be integrated into the Project. Public art would be processed under the Board of Port Commissioners (BPC) Policy 608 – Tenant Percent for Art Program. The applicant (tenant) is required to provide a tenant percent for art allocation no less than one percent of the tenant improvement's total project cost. Project cost herein is defined as the combined total of all hard and soft costs for tenant projects, exclusive of furnishings, fixtures, and equipment. The tenant shall allocate at least eighty percent of the tenant percent for art allocation to the art budget. In addition, the tenant may utilize up to twenty percent of the tenant percent for art allocation for artwork-related expenses approved by the Director of Parks and Recreation.

Public Access Plan

Permittee shall implement the following Public Access Plan (PAP) for the Project which establishes guidelines and criteria for the use of public areas and amenities. Each of the Public Access components incorporate public use areas and amenities that are accessible to the public year-round, as discussed in detail in the following sections. Below is a description of each public access component and refer to Exhibit 3, Public Access Exhibit, for illustrative depiction of the components:

Key components of the Public Access Plan include a variety of public access improvements including:

1. Pedestrian Waterfront promenade along Harbor Island East Basin to provide coastal access and connection to the San Diego Bay providing uninterrupted pedestrian flow
2. Public Activation Amenities including outdoor seating, dining and bar service areas, retail shops, benches, lighting, signage, parking, and landscaping open to the public
3. Public Access Pathways adjacent to and throughout the Project Site
4. Mini Destination locations throughout the Project Site
5. Signage to identify the public access points, public parking, restaurant and bar areas, path finding and wayfinding
6. Building Siting to enhance views and encourage public access
7. Public Parking to allow public access and recreational opportunities
8. Enhanced Open Space on the "elbow" parcel located at the entrance to Harbor Island Drive at the "T" Intersection
9. Access Zones to provide multi-modal access
10. Public Information Sources to inform and invite the public to and around Harbor Island, the Embarcadero and downtown San Diego

Each of the Public Access components incorporate public use areas and amenities that are accessible to the public year-round, as discussed in detail in the following sections. The public access improvements on the site shall be completed and open to the public prior to or concurrent with the time the hotel begins occupancy.

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Pedestrian Circulation

A new 15-foot-wide multi-use waterfront promenade will be constructed and will be fully completed prior to the completion of any new structure requiring the issuance of the final Certificate of Occupancy on the Project Site. The promenade will be designed to ensure that it, and related open space, create a cohesive Island experience. The promenade will incorporate site furnishings, and benches for relaxing and view observation. The promenade will be connected to the public sidewalk adjacent to the north side of Harbor Island Drive via 5-foot-wide pathways across the hotel site.

The promenade will be located along the waterfront to provide views of the Harbor Island East Basin, San Diego Bay, and the downtown San Diego skyline. Public access signage, as well as signage identifying that the promenade is open to the public, will be placed at strategic locations throughout East Harbor Island to guide guests and visitors to and from public use areas, restaurants, and other facilities. It will be open to the public at all times and will provide access to both pedestrians and cyclists. The promenade will be kept free of obstructions to facilitate public access.

The finish materials for the promenade will be developed to ensure a consistent streetscape and promenade experience throughout East Harbor Island. The promenade will be marked with signage designating public access and seating open to the public as described in the Public Access Signage section below.

Multiple interior pathways connect the promenade to the public sidewalks on Harbor Island Drive would also be constructed. The pathways are designed to lead the public through the hotel site directly from the promenade on the basin side of the Project, and from the public sidewalk on the bay side along Harbor Island Drive as well. Signage (informational and public access wayfinding) will mark each pathway. Public access to and through the hotel site is provided via two (2) types of pathways in locations throughout the site including:

- Bay to Street: Three (3) entry point connections located on the eastern and northwestern ends of the Project, as well as the center of the site through the Open Space on the “elbow” parcel. The pathway will be a minimum of five (5) feet wide.
- Delineated Path: pathways will provide three (3) points of direct access to activating uses and walk-up restaurant and bar and public activating use areas on the site. The path will be a minimum of five (5) feet wide.

All public access pathways will incorporate lighting to guide pedestrians to activating uses and connecting pathway intersecting points and will be marked with informational signage and public access signage. Lighting will not exceed 2700K and will achieve foot candle for egress lighting requirements. All lighting will comply with night sky requirements.

Public Activation Amenities

1. Enhanced Open Space

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As a Project component, the Open Space parcel will be served as a public space and improved by installation of informational signage, new landscaping, pathways, and bicycle parking. It will also include a mini destination, as described in the below section, to encourage both the public and hotel guests utilizing the area.

2. Restaurant and Walk-Up Bar

The restaurant and walk-up bar are an integral part of the public access amenities. As described above, multiple 5-foot-wide pathways would be installed to lead the public directly from the promenade, and from the sidewalk on the bay side along Harbor Island Drive and into the Project Site as well. There are currently two options for the location of the walk-up restaurant and bar. The walk-up restaurant and bar will be directly connected to delineated pathways. Public access signage will guide the public from the Promenade.

One optional location for the walk-up restaurant and bar is to locate them on the first floor of the east wing and incorporate an outdoor access component. The outdoor component will interface directly with the indoor component and includes an exterior patio.

A second optional location for the walk-up restaurant and bar is to locate them along the west wing side and provide a direct interface with the hotel building and adjacent to the Open Space on the “elbow” parcel. This area of the hotel incorporates two activating use areas, one of which is an optional location for walk-up restaurant and bar, may include public seating and benches. These activating use areas have direct access via the sidewalk on Harbor Island Drive, and indirectly from the promenade. Further, direct access will be provided from the adjacent Open Space on the “elbow” parcel.

3. Mini-Destinations

The Project will include mini destinations throughout the site, including both temporary and permanent destinations to draw the public to and through the Project Site by creating activating uses. The mini destinations are also designed to facilitate connectivity and draw the public from point to point as the public experiences the promenade. The mini destinations are envisioned to incorporate public activation elements and interactive experiences. The Project would include four mini destinations strategically placed on the site - three of which are proposed along the promenade at connection points to the public access pedestrian pathways traversing the hotel site; and one located on the “elbow” parcel (currently designated as Open Space in the PMP). Each mini destination is strategically spaced at approximately one quarter mile intervals to provide optimum walking distance to one and other, providing continuity of engagement. Bench(es) and/or artwork would also be incorporated in each mini destination. The art may feature works by local and national exhibitors.

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Temporary mini destination uses will include outdoor retail carts and temporary structures that are easily movable. Commercial mini-destinations will not exceed 1,000 square feet. Retail uses will focus on both the hotel guests' needs, as well as products and services that reflect the active lifestyle of San Diegans. These mobile carts and temporary structures will be placed as to avoid interference with the promenade as shown on Exhibit 3, and may include activating uses such as retail cart(s) selling specialty items and/or food, and games/exercise spots.

Public Parking and Shuttle Service

The site is designed to incorporate approximately 350 spaces for the hotel, 14 of which are designated specifically for public parking to facilitate public recreational waterfront access opportunities. The public parking spaces are located at the north entrance of the hotel site, placed immediately adjacent to the parking lot entrance for easy public access and wayfinding. Signage clearly visible from the public roadway will be placed at this entrance indicating public parking, and each space will be identified with signage as such. Access will be provided for public guests using the designated public parking. Operation and management of these spaces, as well the hotel parking spaces, will be set forth in a Parking Management Plan, which will be submitted by the Permittee to the District for review and approval prior to the issuance of the Certificate of Occupancy for the hotel.

The District Shuttle will have a shuttle stop located at the hotel's frontage, on Harbor Island Drive, and Sunroad shall provide financial participation in the District Shuttle system based on a fair share formula determined by the District.

In addition to the District Shuttle, the hotel operator will participate in or provide a shuttle service to and from the San Diego International Airport, and shall provide information regarding other transit opportunities.

The Project would incorporate multi-modal access, including:

- Shuttle Service and Transit: The District Shuttle will utilize the existing turnout on Harbor Island Drive. This location will also be used for public transit stops.
- Vehicular drop-off will be accommodated at the main entrance of the hotel and at the ballrooms/meeting rooms entrance.
- Short term bicycle parking: A bicycle rack will be located on the Open Space "elbow" parcel.
- Public parking will be located in the north parking area, with direct access to a public pedestrian pathway.

Public Access Signage

Signage (informational and public access wayfinding) will mark each pathway. Public access paths are also designed into the pedestrian circulation plan to provide connectivity from the restaurant to the mini destinations and public activating use areas on the south along the bay side facing Harbor Island Drive.

Public pedestrian access will be marked with informational and public access signage to

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identify coastal and promenade access. The signage will include information on amenities to inform and invite the public to the hotel and Harbor Island. Signage will be installed at strategic locations throughout the site to guide guests and visitors to and from public use areas, restaurants, and other public amenities. Proposed signs include:

- Public promenade
- Bay to Street connections
- Delineated Paths
- Vehicular access
- Public parking
- Public Access Signage

Public access signage will be consistent with the District's existing bay public access and wayfinding signage to ensure easy identification by the public. Examples of the proposed public access signage are included in Exhibit 4.

Public Information Resources

In addition to public access signage for wayfinding, parking, amenities, food service and mini destinations, public access information will also be advertised on hotel websites and offered on-site via pamphlets or brochures. These brochures will be available at activating use areas, the front desk, concierge, walk-up restaurant and bar and the operator's website for the hotel. Public access information will include a listing of transit opportunities available to guests and the public.

The operator will coordinate with the District (as the District determines), to offer hotel information and public access at off-site District locations and information kiosks.

Project Construction

Construction of the Project is, subject to permits, expected to begin in late 2023 and be completed by late 2025 for a total duration of approximately 24 months. Construction activities are expected to occur 8 hours per day, 5 days a week. Construction activities would be limited to 7 a.m. to 7 p.m. Monday through Friday, except for legal holidays (with the exception of 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 five stages: demolition; site preparation; grading; building construction; and paving. No pile driving or blasting would occur.

The numbers of construction employees would vary during the various stages of construction. It is anticipated that the building construction stage would be the peak of construction and there could be as many as 200 employees on site per day. Parking for the construction employees would be accommodated on the Project Site.

The existing Project Site includes 37 light poles with 300-watt LED area lights (Type III. 24,200 Lumens, 5000 K), which would be removed as part of Project construction.

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Approximately 54 trees on-site would be removed from the Project Site, including various palm species (washingtonia and invasive), magnolia, and ficus. These trees vary in size and age. The existing pavement on site will be ground on site and used as base material. Therefore, no export of existing pavement is anticipated.

A tower crane would be required to construct the exterior of the proposed hotel building, and an exterior manlift would be utilized to transport workers and materials into and out of the building until the permanent elevators can be installed and used for this purpose. The maximum height for the tower crane approved by the FAA and ALUC is up to 276 feet AGL or 289 feet AMSL. The crane would be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, flags/red lights – Chapters 3 (Marked), 4, 5 (Red), and 12.

During construction, cut and fill would be balanced on-site with 30,000 cubic yards (CY) of cut and 30,000 CY of fill, including remedial work. According to the Geotechnical Investigation Report by NOVA dated February 10, 2020, the top two feet of soil would need to be removed and recompacted (these are included in the cut and fill quantities provided above). Deep soil mixing is proposed to harden the ground beneath the proposed hotel building in order to effectively eliminate liquefaction risk and allow development of the proposed hotel on shallow foundations. Deep soil mixing involves drilling and refilling holes with a soil-cement mixture. Spoils generated from foundations and utilities would be stockpiled onsite and disposed of at the nearest available permitted fill site at the time of export. The Project is expected to generate an estimated 5,250 CY of spoils and debris to be exported off-site to an approved haul site. A soil testing group will be engaged to provide preliminary tests and will provide on-site observation during operations. The Project is anticipated to generate construction debris that would be subject to the landfill diversion requirements of the City of San Diego Construction and Demolition Debris Deposit Ordinance. The appropriate City of San Diego Waste Diversion paperwork will be completed for the Project.

Minimal stockpiling would be required as there are no underground structures. Best management practices will be used on site including measures such as hydraulic mulch, gravel berm bags, storm drain inlet protection, street sweeping, hydroseeding, silt fence, sand bag barrier, and others as required consistent with applicable permits and regulations to maintain spoils until they are removed from the site. The stockpile area, delivery and laydown area, and all construction activities would occur within the boundaries of the Project Site. A silt fence would be installed along the perimeter of the Project Site prior to the start of demolition and retained for the duration of construction. Debris would be contained in dumpsters located on-site. The anticipated haul route for spoils and construction debris disposal would be I-8, utilizing Rosecrans Street, Nimitz Boulevard and North Harbor Drive to the site on Harbor Island Drive.

Prior to construction activities, the Project proponent would obtain the necessary construction-related traffic control permit from the City of San Diego to address encroachment into the public right-of-way as a result of planned construction activities. The traffic control permit would ensure that public access through Harbor Island Drive and East Harbor Island Drive and to the surrounding businesses would be maintained

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at all times during construction, in a safe and efficient manner. 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 requires the development of a storm water pollution prevention plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

Project Operation

The Project would operate as dual branded hotel complex with up to 450 rooms, including a select service hotel and an extended stay hotel in one building. It would incorporate public use areas and public activation amenities accessible to the public year-round, including an accessible waterfront with retail components. Pedestrian access would be provided from a public promenade along the East Basin as well as the pedestrian access on Harbor Island Drive (refer to Exhibit 3, Public Access Plan Exhibit). The public promenade would also provide open seating. The hotel would include a fitness center open to hotel guests.

The Project would also include other amenities such as a restaurant and bar area, market area, ballrooms and meeting room spaces in a variety of sizes. The Project is anticipated to accommodate receptions, banquets and conferences utilizing the ballrooms and meeting room space provided, which totals approximately 10,000 square feet. Depending on the type of event (reception, banquet or conference), the special events in the ballrooms would typically range from 150 to 250 persons. The meeting rooms could typically accommodate between 20 and 90 persons. Events would be held typically on weekends, and the average over the year would be approximately 25 persons per day.

Based on the operation of similar hotel operations, the Project operator anticipates the hotel would have on average 700 hotel guests per day, including special event visitors. In addition, the proposed Project is anticipated to have on average 26 public visitors per day. The Project would result in approximately 122 total jobs (full time equivalent individuals), including maintenance staff, hotel management, facilities, and cleaning crews. Up to 100 employees would be present on-site per day.

Operating Equipment

The Project would include operating equipment for the Project components. The hotel tower and associated functional rooms, amenities, meeting rooms, and ballrooms would be served by a Variable Refrigerant Flow system for HVAC including rooftop condensers and a rooftop hot water boiler. These pieces of equipment would be architecturally screened from view. An emergency generator and transformer would be installed on grade and visually screened from view. The building interior would include fire sprinklers.

STANDARD PROVISIONS

1. Permittee shall strictly adhere to the plans dated October 2019 for the Project (Attachment A) and the Public Access Exhibit dated January 2021 (Exhibit 3), as

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approved by the District, and the Project features, described above, for the Project, as may be modified by the condition(s) of the CDP.

2. Permittee shall notify the District of any changes in the Project as herein described. Notification shall be in writing and be delivered promptly to the District. District approval of the Project change may be required prior to implementation of any changes.

3. Permittee and the Project shall meet and comply with all applicable codes, statutes, ordinances and regulations, standards and policies, including those of the District, and Permittee shall obtain all necessary permits from local, regional, state, and federal agencies.

4. Permittee shall conform to, and this permit is subject to, the permit rules and regulations of the District, including, but not limited to, the District's Coastal Development Permit Regulations.

5. Permittee shall be responsible for compliance with ADA and Title 24 specifications.

6. Permittee shall commence development within three (3) years following the date of the permit issuance by the District. Construction shall be pursued in a diligent manner and completed within a reasonable period of time.

7. The permit is in no way intended to affect the rights and obligations heretofore existing under private agreements nor to affect the existing regulations of other public bodies.

8. This permit shall not be valid unless two copies have been returned to the Development Services Department of the District, upon which copies the Permittee has signed a statement agreeing that the Permittee will abide by the terms, conditions, limitations, and provisions of the permit.

9. The Permittee and contractor shall implement all best management practices (BMPs) during construction and maintenance operations. No non-stormwater (irrigation, wash water, etc.) may discharge to the District's storm drains. Storm water discharges to storm drains or to Pacific Ocean are allowable, if they do not contain pollutants.

10. All District tidelands are regulated under Regional Water Quality Control Board Order No. R9-2013-0001, as amended by Order Nos. R9-2015-001 and R9-2015-0100, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0109226, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds Within the San Diego Region (Municipal Permit). The Municipal Permit prohibits any activities that could degrade stormwater quality.

    The Permittee shall ensure that post-construction / operational use of this Project Site complies with the Municipal Permit and District direction related to permitted activities including the requirements found in the District's Jurisdictional Runoff Management

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Program (JRMP). The JRMP is available on the District website: https://pantheonstorage.blob.core.windows.net/environment/JRMP-document-and-appendices-January-2019.pdf or by contacting the Stormwater Department, (619) 686-6254.

11. This Project may be subject to the District post-construction BMP requirements. If so, approval of the Project by the District is necessarily conditioned upon submission by the Permittee of a specific Stormwater Quality Management Plan (SWQMP) for the Project that meets District requirements and is compliant with the District BMP Design Manual (JRMP Appendix D). If required, the Permittee shall implement all post-construction structural and non-structural BMPs in perpetuity.

    The implementation and maintenance of the post-construction BMPs constitute regulatory obligations for the Permittee, and failure to comply with the Municipal Permit, the JRMP, or the District approved SWQMP, including the specific BMPs contained therein, may be considered a violation of the permit and a violation of District Code.

12. In the discretion of the District, prior to commencement of construction, Permittee may be required to require that their contractor(s) furnish security, naming the District as a dual obligee, in the form of a performance bond and a payment bond, each in an amount deemed appropriate by the District to guarantee payment of the subcontractors, completion of the approved work under this permit, and compliance with the conditions and limitations upon which such permit is granted. Prior to commencement of construction, Permittee may also be required by the District to furnish security in the form of a payment bond in an amount deemed appropriate by the District to guarantee payment to the contractor(s) for work performed under this permit.

13. By accepting this permit, Permittee acknowledges and agrees (a) that the Project Site may be subject to environmental conditions and hazards; (b) to assume the risks to the Permittee of injury and damage from such conditions in connection with the implementation or operations of the Project (c) to unconditionally waive any claim of damage or liability against the District, its Board of Port Commissioners, officers, agents and employees ("District" for purposes of this condition) for injury or damage from such conditions to persons performing the development for which this permit is issued or operating on the Project Site under this permit; (d) to defend, indemnify and hold harmless, and require that Permittee's contractor(s) engaged to perform the development on the Project defend, indemnify and hold harmless, the District from any claim, demand, liability, loss, action, administrative agency appeal, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment (collectively, Claims) arising out of, resulting from, or in any way related to the performance of the development by Permittee's contractor(s) for which this permit is issued, with the exception of any claim, action, damages, liability or costs arising or resulting from the project caused by the gross negligence or willful misconduct of the District; (e) to defend, indemnify and hold harmless the District from any Claims arising out of, resulting from, or in any way related to Permittee's

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operation of the Project Site with the exception of any claim, action, damages, liability or costs arising or resulting from the Project caused by the gross negligence or willful misconduct of the District; (f) to defend, indemnify and hold harmless the District from any Claims arising out of, resulting from, or in any way related to the District's approval of the Project, the granting of this permit, and the District's adoption of the Final Addendum; and (g) that Permittee will require Permittee's contractors to name the District as an additional insured on all policies of insurance, now in existence or to be obtained by them, for the work conducted pursuant to this permit.

14. Permittee shall comply with all applicable provisions of the California Prevailing Wage Law, including Labor Code §§ 1720 through 1815, et seq.(PWL), and shall take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project shall likewise comply with all applicable provisions of the PWL.

    Permittee further acknowledges and agrees that Permittee's failure to comply with all applicable provisions of the PWL, and/or their failure to take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project comply with all applicable provisions of the PWL, shall render Permittee, and not the District, liable for all remedies (inclusive of all applicable fines and penalties), afforded by law as a consequence of such non-compliance. Permittee expressly agrees to defend, indemnify and hold harmless the District, from any claim, demand, liability, loss, action, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment arising out of, resulting from, or in any way related to the PWL (collectively "PWL Claim") made against or incurred by the District in any capacity (including, without limitation, as a real party in interest), except for any PWL Claim arising out of the sole negligence or willful misconduct of the District.

15. The conditions of this permit are independent of, and in addition to, the obligations of the Permittee under any existing lease(s), Tidelands Use and Occupancy Permit(s), or other contractual agreement(s) with the District, and are binding upon Permittee and its agents, representatives, successors and permitted assigns.

<u>SHORT TERM CONSTRUCTION MEASURES</u>

1. To minimize noise during construction, the Permittee will require the construction contractor to (a) restrict normal construction activities from 7:00 am to 7:00 pm; (b) keep construction equipment as far as possible from sensitive receptors; and (c) provide acoustical shielding around equipment operating at night, from 10:00 pm to 7:00 am.

2. To minimize nuisance effects from lights or glare during construction, the Permittee will require the construction contractor to shield and direct night lighting away from adjacent areas.

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3. All construction equipment shall be maintained in peak condition to reduce operational emissions.

4. Diesel equipment shall use low-sulfur diesel fuel.

5. Electric equipment shall be used to the maximum extent feasible during construction.

6. The Permittee shall require the construction contractor to provide construction employees with transit and ride share information.

7. The Permittee shall ensure that any site contamination is identified and a site restoration plan, acceptable to the appropriate regulatory agencies, is prepared and implemented to reduce any existing contamination to a level that has no potential to threaten employee or human health as defined under existing regulations. If any potential exists for impacts to employee health from exposure to hazardous materials, workers shall be provided with adequate protective gear.

8. The Permittee shall require all employees that are exposed to noise levels in excess of Occupational Safety and Health Administration hearing protection thresholds, during construction or operation, to wear noise protection devices (ear plugs and covers) that are protective of individual hearing.

9. Permittee and/or contractor shall comply with State Water Resources Control Board Order No. 2009-0009-DWQ (NPDES General Permit No. CAS000002), and Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (commonly known as the "Construction General Permit"), as adopted, amended, and/or modified. Construction activity subject to the Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The Permittee and/or contractor are responsible for submitting to the District a SWPPP that is compliant with the Construction General Permit and District required minimum BMPs. The District requires the use of District SWPPP templates. Once approved, the SWPPP document shall be maintained on the construction site at all times and made available for review by the District or other regulatory agencies.

   The Permittee and/or contractor is responsible for ensuring that the SWPPP document is maintained on the site, implemented, and amended as required throughout construction. No discharges of any material or waste, including potable water, wash water, dust, soil, trash, and debris, may contaminate stormwater or enter the stormwater conveyance system. Any such material that inadvertently contaminates stormwater or enters the stormwater conveyance system as part of site operations shall be removed immediately. All unauthorized discharges to the stormwater conveyance system or the Bay or the ocean shall be reported immediately to the District Stormwater Department, in order to address any regulatory permit requirements regarding spill notifications.

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A Project's total disturbed soil area (DSA) shall not exceed 5 acres during the rainy season (October 1 - April 30) and 17 acres during the non-rainy season (May 1 - September 30). The District may temporarily increase these limits if the individual site is in compliance with applicable stormwater regulations and the site has adequate control practices implemented to prevent stormwater pollution.

SPECIAL PROVISIONS

Mitigation Monitoring and Reporting Program (2014 EIR)

1. Permittee shall comply with all applicable "Mitigation Monitoring and Reporting Program" requirements (attached as Attachment B), as described in the First Addendum to the Revised Final Environmental Impact Report (EIR) for the "Sunroad Harbor Island Hotel Project & East Harbor Island Subarea Port Master Plan Amendment Project" (UPD #EIR-83356-EIR-783; SCH #2006021027, Clerk Document No. 61775), dated December 2020, and adopted by Resolution No. 2021-059 on April 13, 2021.

Hazardous Materials

2. Permittee is required to submit to the District a Phase II Environmental Site Assessment (ESA) for review and approval no later than prior to grading and shoring permit issuance. The Phase II ESA should include an assessment of subsurface soil and groundwater conditions at the Project Site from dredged fill materials prior to construction.

Concept Plan Compliance

3. Permittee shall comply with the Project Description described under the above "DEVELOPMENT" section of this permit, including the Public Access Plan section, and Chapter 2, Project Description, of the First Addendum to the Revised Final EIR for the "Sunroad Harbor Island Hotel Project & East Harbor Island Subarea Port Master Plan Amendment Project" (UPD #EIR-83356-EIR-783; SCH #2006021027, Clerk Document No. 61775), dated December 2020, and adopted by Resolution No. 2021-059 on April 13, 2021.

Lower Cost Overnight Visitor Accommodations

4. The Permittee and all successors and assignees, or an affiliate of Permittee, shall proceed with one of the following options, or a combination as may be permitted:

   (1) Lower Cost Overnight Visitor Accommodations Project: Within five (5) years of the issuance of the Certificate of Occupancy for the hotel Project (which is the subject of this CDP), Permittee shall construct or participate in the construction, completion and commencement of operation of a lower cost overnight visitor accommodations ("LCOVA") establishment to include a minimum of a total number of rooms equal

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to 25% of all new market rate rooms or the equivalent number of beds (based on the number of market rate beds per room) constructed as part of the Project (any such LCOVA establishment, a "LCOVA Project"). To the extent the Permittee participates in the construction of a LCOVA Project, such participation must cause, including funding the entirety of, the construction of a minimum of rooms equal to 25% of all new market rate rooms (or equivalent number of beds) in the Project. Permittee shall not be deemed to have participated in the construction of a LCOVA Project or LCOVA rooms or beds if the rooms or beds constructed are otherwise required pursuant to or to satisfy mitigation or conditions of a valid approval or permit for another project. Nothing in this condition shall be construed to prohibit Permittee from participating in the construction of *additional* rooms in a LCOVA Project that also includes rooms or beds that were required pursuant to mitigation or conditions of a valid approval or permit.[1] If the Permittee pays any LCOVA In-Lieu fees pursuant to and consistent with (2), below, and Permittee constructs or participates in the construction of a LCOVA Project, Permittee may use any LCOVA In-Lieu fees toward the LCOVA Project, subject to the draw procedures set forth herein. To use such fees previously paid to the District, Permittee shall provide written notice to the District and Coastal Commission staff of such intent in requesting fees and must provide documentary evidence of the costs to be incurred in conjunction with a LCOVA Project, such evidence to be subject to District staff's prior written approval, such approval not to be unreasonably withheld. If the LCOVA Project (1) is completed and operational within five (5) years of the issuance of the Certificate of Occupancy for the hotel Project (which is the subject of this CDP) and (2) contains and makes publicly available a minimum of a total number of rooms equal to 25% of all new market rate rooms constructed as part of the hotel Project, any costs approved by District and Coastal Commission staff pursuant to the following sentence will be refunded from any remaining LCOVA In-Lieu fees previously paid by Permittee to District in connection with the Project. To be entitled to such refund, Permittee shall provide to the District evidence of the costs associated with the LCOVA Project, with particular detail on the costs incurred by Permittee, such costs to be approved by District staff in its reasonable discretion. If all LCOVA Projects do not contain and make publicly available a minimum of a total number of rooms equal to 25% of all new market rate rooms constructed as part of the hotel Project, District shall retain any paid LCOVA In-Lieu Fees (or the right to any unpaid LCOVA In-Lieu Fees, as may be applicable or required of Permittee) equal to $100,000 per room for any LCOVA rooms not constructed as part of a LCOVA Project, consistent with the formula identified below. Permittee shall not be entitled to any interest on paid LCOVA In-Lieu fees.

[1] For purposes of clarity, Permittee may not contribute to or claim contribution to LCOVA rooms that are otherwise required pursuant to any legal or permit requirement. Permittee may not seek to participate in the construction of LCOVA Project or seek to satisfy this condition in manner that is a subterfuge to avoid the obligation to either construct and make operational or pay in-lieu fees for a minimum of rooms equal to equivalent to 25% of all new market rate rooms (or equivalent number of beds) in the Project.

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Any LCOVA Project shall be located within the San Diego Bay Coastal Zone, preferably within the Harbor Island Planning District on Tidelands. A LCOVA Project that may be proposed by Permittee, its successors or assignees, will be subject to all permitting and environmental review requirements. This condition does not guarantee approval of a LCOVA Project and, to the extent the LCOVA Project is considered by the District or the District's Board of Port Commissioners, the District retains all discretion to deny, condition, or modify a LCOVA Project as may be proposed by Permittee. If the LCOVA Project provides less than 25% of all new market rate rooms constructed as part of the Project, the Permittee is still responsible for payment of the LCOVA In-Lieu Fee equal to $100,000.00 per room (and any accrued interest) for any remainder of the required LCOVA Project rooms that are not constructed and made operational by Permittee, consistent with the formula below.

(2) LCOVA In-Lieu Fee: Permittee shall pay a fee of a minimum of $100,000.00 per room for 25% of all new market rate rooms constructed as part of the Project (the "LCOVA In-Lieu Fee"). Permittee may pay such fee consistent with either of the following:

a. $100,000 per room for all or a portion of the required rooms prior to issuance of the Certificate of Occupancy for the hotel Project.

b. Within five (5) years after the Certificate of Occupancy for the hotel Project, $100,000 per room plus either of the following, compounding and accruing annually: (1) a 3% interest rate, applicable at the commencement of each year following the issuance of the Certificate of Occupancy for the hotel Project[2], or (2) adjusted by the Los Angeles – Long Beach – Anaheim Consumer Price Index For All Urban Workers (CPI), whichever is less. Permittee may pay partial amount of the LCOVA In-Lieu Fee, but any such partial payment must be on a per room ($100,000) basis, plus any applicable interest.[3]

Permittee shall pay the LCOVA In-Lieu Fee to the District, and such fee shall be held in an account established and managed by the District, and pursuant to a memorandum of agreement entered into between the District and Executive Director of the Coastal Commission.

[2] For purposes of clarity, the 3% interest rate will be applicable, on an annualized basis, the first day following the issuance of the Certificate of Occupancy for the hotel Project, and on the first day after the anniversary of the issuance of the Certificate of Occupancy for all years after the first year.

[3] Example: If Permittee elects to pay a portion of the applicable LCOVA In-Lieu Fee within the first year (365 days) following the issuance of the Certificate of Occupancy for the hotel Project, such fee must be paid on a per room basis and include 3% interest or adjusted by CPI, whichever is less. If Permittee elects to pay a portion of the LCOVA In-Lieu Fee in the third year after the issuance of the Certificate of Occupancy for the hotel Project, such fee must be paid on a per room basis and include 3% interest or adjusted by CPI, whichever is less, compounded annually.

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Shuttle Program

5. Permittee shall provide financial participation in the District Shuttle system based on a fair share formula determined by the District.

6. Permittee shall ensure that the Project will participate in or provide a shuttle service to and from San Diego International Airport, and shall provide information regarding other transit opportunities.

Public Access and Parking

7. Permittee shall comply with the Sunroad Harbor Island East Hotel Public Access Plan (PAP) described above and shown on Exhibit 3.

8. The Permittee shall prepare and submit a Parking Management Plan to the District Development Services Department for review and approval prior to the issuance of the Certificate of Occupancy for the hotel building. The approved Parking Management Plan shall be evaluated annually by the District. Permittee shall implement any Parking Management Plan refinements that may be required in consultation with the District.

9. Permittee shall incorporate the public promenade, public use areas, public pedestrian access, mini destinations, public access zones, public access signage and other public access amenities as identified below:

    - Permittee shall ensure that the 15-foot-wide waterfront promenade is constructed and completed prior to the issuance of a final Certificate of Occupancy for any new structure on the Project Site.
    - Permittee shall not prohibit public access to or along the promenade, including during all events held within the Project Site. The public promenade shall be paved and marked with signage designating public access and shall provide seating options open to the public year-round at the three mini destinations identified along the promenade. The Open Space “elbow” parcel shall be improved to include open space area that will be available to the public as well as hotel guests year-round for passive recreational use.
    - The promenade shall include connections across the hotel Project Site to the public sidewalk adjacent to the north side of Harbor Island Drive.
    - The promenade has been sited to allow uninterrupted pedestrian flow. Benches adjacent to the promenade have been sited to provide multiple viewing opportunities in a manner that does not obstruct pedestrian flow.
    - Public access corridors that provide views have been located on the Project Site to allow visual and physical access and connectivity to the Harbor Island East Basin, San Diego Bay, and Harbor Island Drive. These public accessways will be kept free of obstructions, and may include public activation amenities such as benches, lighting, signage, parking, and landscaping, and these amenities shall not be considered obstructions.

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- Permittee shall ensure the promenade, the pedestrian pathways, and all public use areas/amenities identified in the plan are accessible to the public year-round.
- Permittee shall also ensure that at no time shall access to the walk-up restaurant and bar area be restricted from the public during normal operating hours.
- The Project shall provide activating uses, such as food service (e.g., restaurant(s), walkup café, coffee shop, cocktail lounge), outdoor seating and dining areas, and retail shops open to the public, which will be integrated into the hotel(s), proportionate to the type and extent of development or redevelopment.

10. Permittee shall ensure that 14 public parking stalls at the Project Site shall be reserved for the public using the East Harbor Island area. Hotel security shall be provided to help enforce this provision. Signage for the public parking spaces will be clearly visible from the public roadway.

11. Provide transit subsidies or preferred carpool parking spaces, or EV parking spaces for employees.

12. Permittee shall ensure a bicycle rack would be provided on the Open Space “elbow” parcel for public use.

13. All public access improvements (i.e., promenade, accessways, public art, signage, seating, parking) shall be completed and open to the public prior to or concurrent with the time that the hotel begins occupancy.

14. Permittee shall implement a minimum 5-foot setback for the waterfront promenade located adjacent to parking areas. Supplemental screening features such as enhanced planting may be implemented to ensure adequate screening.

15. Permittee shall implement a minimum 10-foot hotel building setback from the waterfront promenade for at least 95% of the linear footage abutting the Promenade. For the remaining 5%, Permittee shall implement supplemental screening and/or building architectural features to create an appealing visual experience for the promenade users.

Airport Safety

16. If the San Diego County Regional Airport Authority (SDCRAA) or the Naval Air Station North Island (NASNI) receives any complaints regarding the shimmering accent glass component of the Project, the Permittee shall coordinate with the District and SDCRAA/NASNI to address the complaint to the satisfaction of the SDCRAA/NASNI.

17. The maximum height of the hotel structure shall not exceed 180 feet including the elevator overrun and mechanical enclosures (excluding flagpole).

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Signage

18. Public access and other path-finding signage, as well as signage identifying that the promenade is open to the public, shall be placed at strategic locations throughout the Hotel complex and to guide guests and visitors to and from public use areas, shops and restaurants, and other facilities. Such signage shall be large enough to be clearly visible by the public and shall be placed in conspicuous locations.

19. A Comprehensive Signage Design Package (Signage Package) must be submitted to the District for review and approval before or concurrently with the submittal of Building Permit Application Drawings (Working Drawings); the District will provide a copy of the Signage Package to Coastal Commission staff. All signs, including illuminated signs, shall comply with the CDP requirements.

Greenhouse Gas/Energy Project Design Features

20. Permittee shall incorporate the following energy conservation and sustainability features into the design and construction of the proposed project and/or energy requirement per the California Building Code, whichever is more restrictive:

<u>Construction</u>

- Reuse or recycle at least 75% of construction materials (including soil, asphalt, concrete, metal, and lumber).
- 10% of building materials and products that would be used are locally or regionally (within 500 miles) extracted and manufactured, when available.
- Implement Green Building Initiatives, including low VOC emitting finishes, adhesives, and sealants.

<u>Building Sustainability</u>

- Install efficient HVAC system with refrigerant with an Ozone Depletion Potential of zero.
- Install Energy Star, “cool” or light-colored roofing for at least 75% of the roof area, cool pavements, and shade trees.
- Use dual pane low-E windows with a minimum of 0.3 solar heat gain coefficient.
- Install R-value optimized wall and roof insulation. Use better-than-code energy efficient lighting throughout the building and site.
- Utilize filtered and controlled natural ventilation to reduce heating and air conditioning demand by 10%.
- Incorporate engineering design system measures – variable speed chillers, fans, and pumps, boiler and chiller controls; heat recovery; smart auto thermostats; and CO2 sensors for meeting rooms.
- Use Energy Star appliances for all eligible equipment and fixtures.
- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.

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- Install light emitting diodes for 50% of all the outdoor lighting (except in parking lots, which would use T-5 lighting or equivalent).
- Limit hours of outdoor lighting for 100% of the site lighting by using photocell controls.
- Utilize natural daylight for 75% of the regularly occupied spaces.

Water Conservation and Efficiency

- Install or reuse drought-tolerant landscaping trees and incorporate vines on selected walls to reduce potable water demand for irrigation by at least 50%.
- Use of low flow plumbing features on all fixtures and appliances to reduce potable water use by at least 20%.
- Install water-efficient irrigation systems and devices, including drip irrigation, soil moisture-based irrigation controls, and/or drought tolerant landscaping to reduce potable water use for irrigation by at least 50%.
- Install only low-flow (0.125 gallons per flush) or waterless urinals.
- Install only low-flow toilets (1.28 gallons per flush), faucets (1.0 gallons per minute), and showers (2.0 gallons per minute).
- Install sensor activated lavatory faucets (0.5 gallons per minute) in public restrooms.
- Install moisture sensors that suspend irrigation during unfavorable weather conditions (rain, wind).
- Educate patrons about water conservation using interior and exterior signage.

Solid Waste

- Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on-site.
- Provide education and publicity about recycling and reducing waste using signage and a case study

Transportation

- Limit idling time for commercial vehicles, including deliveries and construction vehicles, to 5 minutes.
- Install bicycle parking facilities.
- Provide or participate in a shuttle service to transport hotel guests to and from the San Diego International Airport. It is estimated that the shuttle would reduce the total number of trips by 7.5%.

Sea Level Rise

21. Subject to an amendment to this Permit, structures within the Project site may incorporate future adaptive features to accommodate current and future coastal hazards. However, new shoreline armoring that is constructed for the purpose of protecting the hotel development authorized by this permit shall not be permitted. As a condition of coastal permit approval for new development in an area subject to current or future hazards, applicants shall be required to acknowledge and agree that they have no rights under Coastal Act 30235 to shoreline armoring in the future.

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Additionally, should flooding occur to the point that renders the structures and/or access to the structures for essential services no longer useable and/or a threat to human life or safety, structures would be removed by Permittee.

A sea level rise analysis conducted for the Project identified that the probability for the development being subjected to flooding near the end of its useful life is relatively low. Further, because the Project is a new development, shoreline protection that is constructed for the purpose of protecting the hotel development, is prohibited. However, if shoreline protection is needed to protect adjacent existing or coastal-dependent development or public amenities surrounding the hotel development (such as the public promenade), and such protection would incidentally protect the hotel development, such protection may be allowed, if it is otherwise consistent with the PMP. The hotel development related to the Project must be removed or relocated in the future if: (1) any government agency with relevant authority and jurisdiction has ordered that the structures are not to be occupied, or that they be removed, due to hazards; (2) essential services to the site can no longer feasibly be maintained (e.g., utilities, roads); or (3) the development requires new and/or augmented shoreline protective devices that conflict with PMP or relevant Coastal Act policies.

Exhibits:

1. Project Site
2. Precise Plan Map Figure 9
3. Public Access Exhibit
4. Examples of Public Access Signage

Attachments:

A. Project Plans
B. Mitigation Monitoring and Reporting Program

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If you have any questions on this permit, please contact the Development Services Department at the San Diego Unified Port District at (619) 686-6419.

JOE STUYVESANT
President/Chief Executive Officer

By:_____
Wileen C. Manaois
Director, Development Services Department

I have read and understand the terms, conditions, limitations, and provisions of this permit and agree to abide by them.

_____ _____
Signature of Permittee Date
Uri Feldman
President, Sunroad HIE Hotel Partners, L.P.

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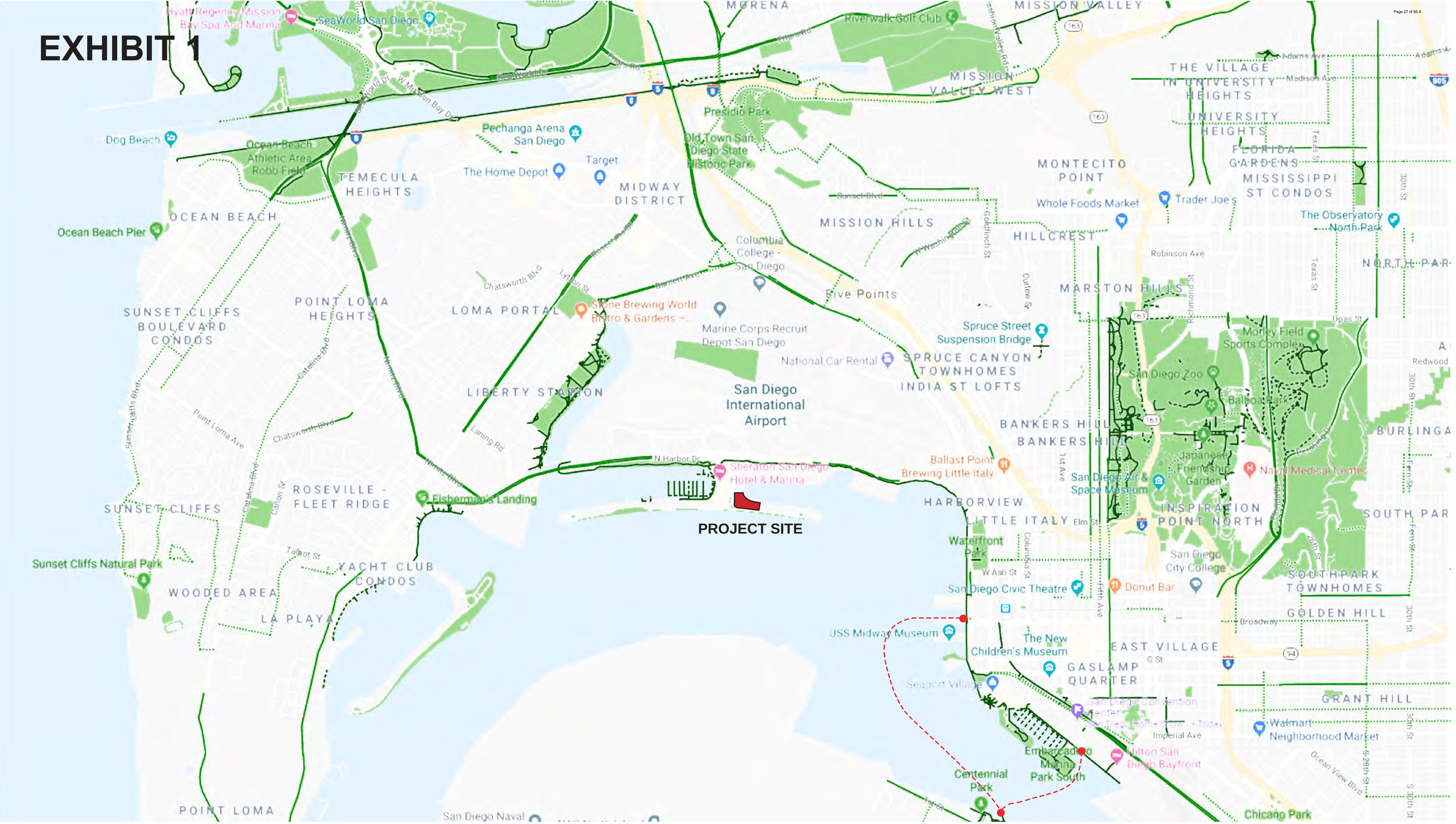
EXHIBIT 1



Trails

Dedicated Lanes

Bicycle-Friendly Roads

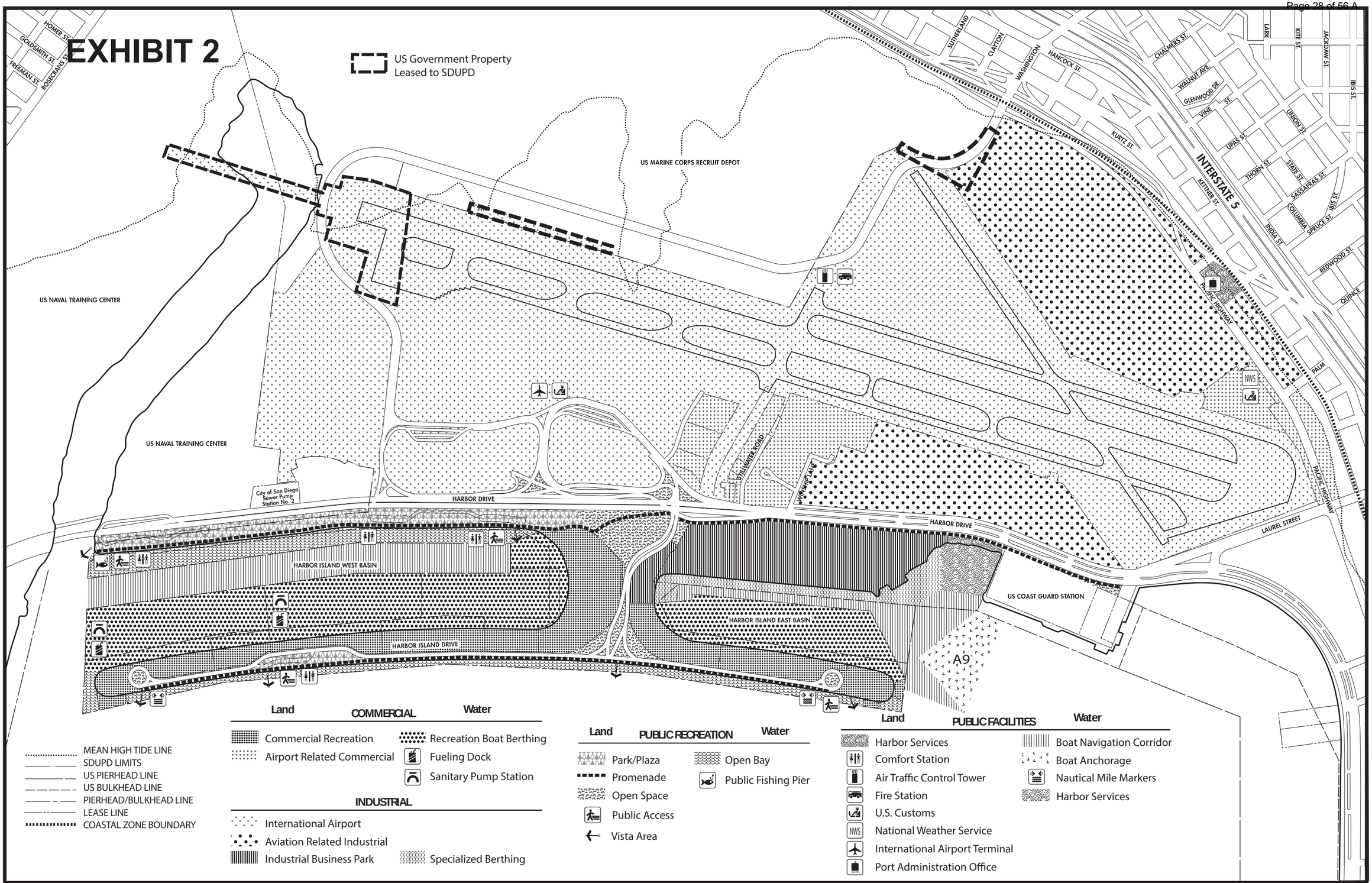
Public Parks

Developed Land

North San Diego Bay / Open Water

Ferry Route / Landing

EXHIBIT 2



scale approx.
0 200' 400'
Land Use Planning

Planning District 2
HARBOR ISLAND/LINDBERGH FIELD

PRECISE PLAN

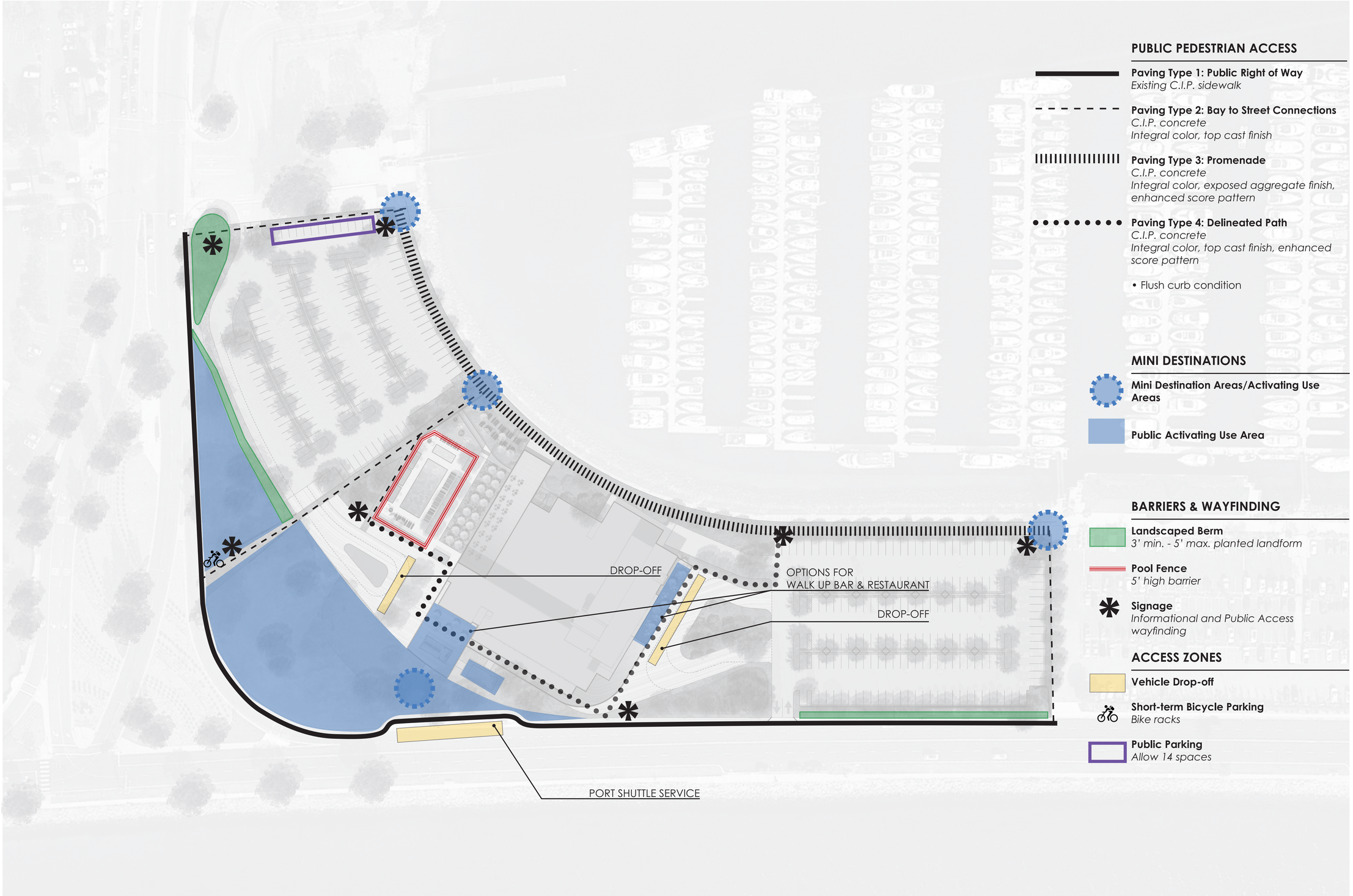
FIGURE 9

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

EXHIBIT 3


DROP-OFF
OPTIONS FOR
WALK UP BAR & RESTAURANT
DROP-OFF
PORT SHUTTLE SERVICE
PUBLIC PEDESTRIAN ACCESS
Paving Type 1: Public Right of Way
Existing C.I.P. sidewalk
Paving Type 2: Bay to Street Connections
C.I.P. concrete
Integral color, top cast finish
Paving Type 3: Promenade
C.I.P. concrete
Integral color, exposed aggregate finish, enhanced score pattern
Paving Type 4: Delineated Path
C.I.P. concrete
Integral color, top cast finish, enhanced score pattern
• Flush curb condition
MINI DESTINATIONS
Mini Destination Areas/Activating Use Areas
Public Activating Use Area
BARRIERS & WAYFINDING
Landscaped Berm
3' min. - 5' max. planted landform
Pool Fence
5' high barrier
Signage
Informational and Public Access wayfinding
ACCESS ZONES
Vehicle Drop-off
Short-term Bicycle Parking
Bike racks
Public Parking
Allow 14 spaces

PORT of SAN DIEGO
BAY ACCESS
Public access to
Public Deck on 2nd level
and Portside Pier
during normal business hours

Main Entry
Bonneville Shoreline Trail
Red Butte Garden
Watch for Cross Traffic
No Smoking Beyond this Point

ATTACHMENT A

HARBOR ISLAND HOTEL

OCTOBER 2019

SUNROAD ENTERPRISES | CARRIER JOHNSON+CULTURE

SITE PLAN-1"=50'-0"

OCTOBER 2019

SUNROAD ENTERPRISES | CARRIER JOHNSON • CULTURE

REPRESENTATIVE PUBLIC ACCESS MATERIALS

Paving Type 1: Public Right of Way
Existing C.I.P. sidewalk

Paving Type 2: Bay to Street Connections
C.I.P. concrete
Integral color, top cast finish

Paving Type 3: Promenade
C.I.P. concrete
Integral color, exposed aggregate finish

Paving Type 4: Delineated Path
C.I.P. concrete
Integral color, top cast finish, enhanced score patterning

REPRESENTATIVE MINI DESTINATIONS

Bench
C.I.P. concrete forms, wood-topped seating

Local Art Exhibits

Walk-up Bar / Restaurant

LIGHTING

Bollard Light
MAC wood bollard, LED light source
Structura Urban Lighting

Pole Light
SPAR wood & aluminum pole
Structura Urban Lighting

SAMPLE BARRIERS & WAYFINDING

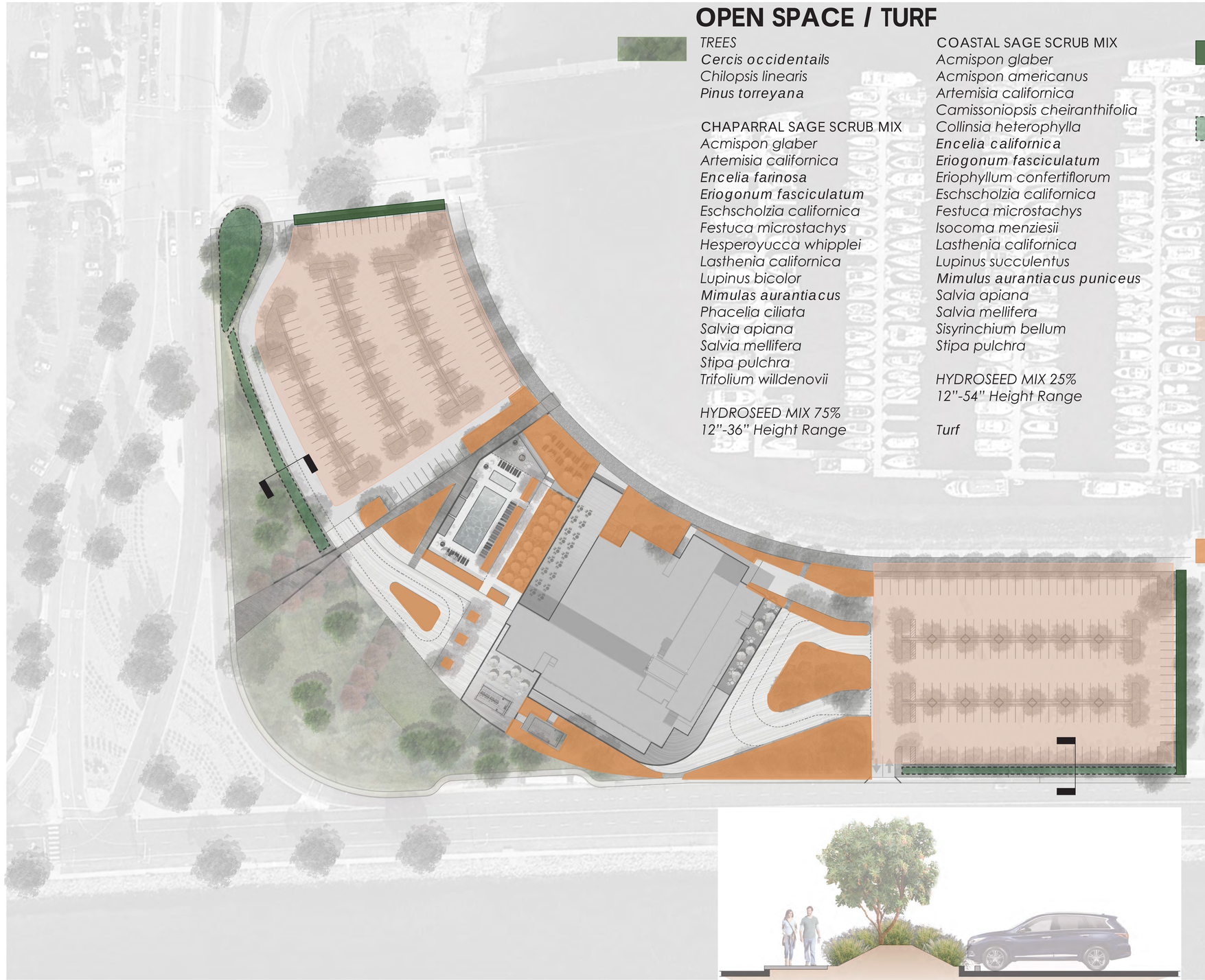
Landscaped Berm
3'min. - 5' max. high landscaped berm

Ride Share Drop off

Pool Fencing

Informational Signage

Public Access Signage



OPEN SPACE / TURF

TREES
Cercis occidentails
Chilopsis linearis
Pinus torreyana

CHAPARRAL SAGE SCRUB MIX
Acmispon glaber
Artemisia californica
Encelia farinosa
Eriogonum fasciculatum
Eschscholzia californica
Festuca microstachys
Hesperoyucca whipplei
Lasthenia californica
Lupinus bicolor
Mimulas aurantiacus
Phacelia ciliata
Salvia apiana
Salvia mellifera
Stipa pulchra
Trifolium willdenovii

HYDROSEED MIX 75%
12"-36" Height Range

COASTAL SAGE SCRUB MIX
Acmispon glaber
Acmispon americanus
Artemisia californica
Camissoniopsis cheiranthifolia
Collinsia heterophylla
Encelia californica
Eriogonum fasciculatum
Eriophyllum confertiflorum
Eschscholzia californica
Festuca microstachys
Isocoma menziesii
Lasthenia californica
Lupinus succulentus
Mimulus aurantiacus puniceus
Salvia apiana
Salvia mellifera
Sisyrinchium bellum
Stipa pulchra

HYDROSEED MIX 25%
12"-54" Height Range

Turf

PLANTING LEGEND

SCREEN HEDGE
Dodonaea viscosa 'Purpurea'
Pittosporum tenuifolium 'Margorie Channon'

BERM PLANTING
TREE
Acca sellowiana
Lagerstroemia indica 'Glendora White' Multi

SHRUB UNDERSTORY
Agave americana
Miscanthus sinensis
Rosmarinus officinalis 'Tuscan Blue'

PARKING LOT PLANTING
TREE
Acacia stenophylla
Arbutus unedo

SHRUB UNDERSTORY
Arctostaphylos 'Emerald Carpet'
Astelia banskii
Lomandra longifolia 'Breeze'
Leymus condensatus 'Canyon Prince'
Westringia fruticosa 'Gray Box'

ORNAMENTAL GARDEN
TREE
Arctostaphylos manzanita 'Dr. Hurd'
Olea europaea 'Fruitless'

SHRUB UNDERSTORY
Agave attenuata
Agave 'Blue Flame'
Agave 'Blue Glow'
Agave parryi
Arctostaphylos 'Pacific Mist'
Chorizema 'Bush Flame'
Calandrinia spectabilis
Dianella 'Little Rev'
Hesperaloe parvifolia
Limonium perezii
Salvia spathacea
Senecio serpens
Sesleria autumnalis

Section at Parking Lot Berm

OPEN SPACE / TURF

TREES
Cercis occidentails (18'H x 20'W)
Chilopsis linearis (20'H x 15'W)
Pinus torreyana (25'H x 25'W)

CHAPARRAL SAGE SCRUB MIX
Acmispon glaber
Artemisia californica
Encelia farinosa
Eriogonum fasciculatum
Eschscholzia californica
Festuca microstachys
Hesperoyucca whipplei
Lasthenia californica
Lupinus bicolor
Mimulas aurantiacus
Phacelia ciliata
Salvia apiana
Salvia mellifera
Stipa pulchra
Trifolium willdenovii

HYDROSEED MIX 75%
12"-36" Height Range

COASTAL SAGE SCRUB MIX
Acmispon glaber
Acmispon americanus
Artemisia californica
Camissoniopsis cheiranthifolia
Collinsia heterophylla
Encelia californica
Eriogonum fasciculatum
Eriophyllum confertiflorum
Eschscholzia californica
Festuca microstachys
Isocoma menziesii
Lasthenia californica
Lupinus succulentus
Mimulus aurantiacus puniceus
Salvia apiana
Salvia mellifera
Sisyrinchium bellum
Stipa pulchra

HYDROSEED MIX 25%
12"-54" Height Range

Turf

CHAPARRAL SAGE SCRUB

COSTAL SAGE SCRUB

Lomandra longifolia 'Breeze'

Arctostaphylos 'Emerald Carpet'

Dodonaea viscosa 'Purpurea'

Agave 'Blue Glow'

Leymus condensatus

Acca sellowiana

Agave parryi

Westringia fruticosa

Miscanthus sinensis

Hesperaloe parvifolia

Chorizema 'Bush Flame'

Rosmarinus officinalis 'Tuscan Blue'

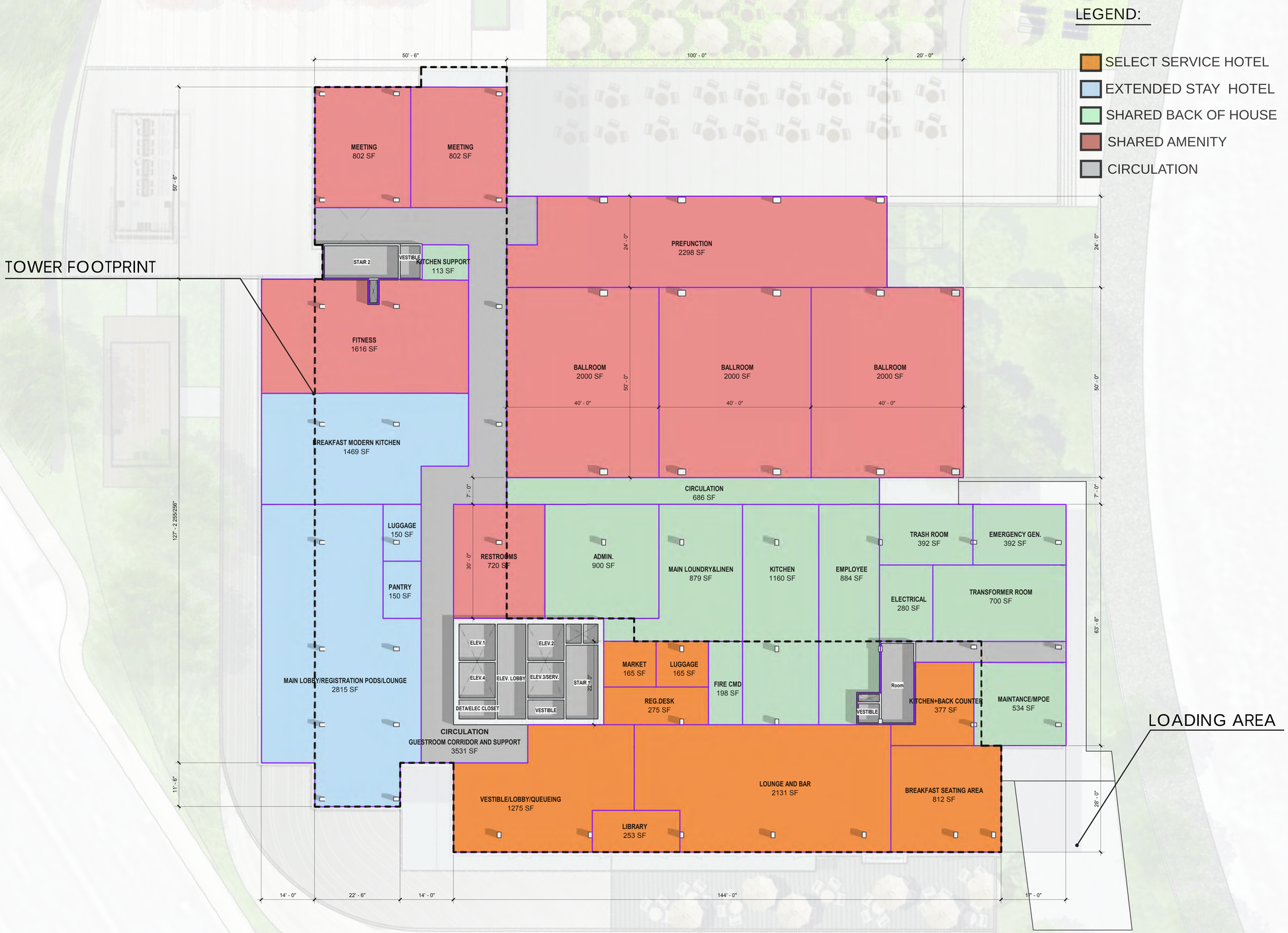
Lagerstroemia indica 'Glendora White'

Olea europaea

Acacia stenophylla

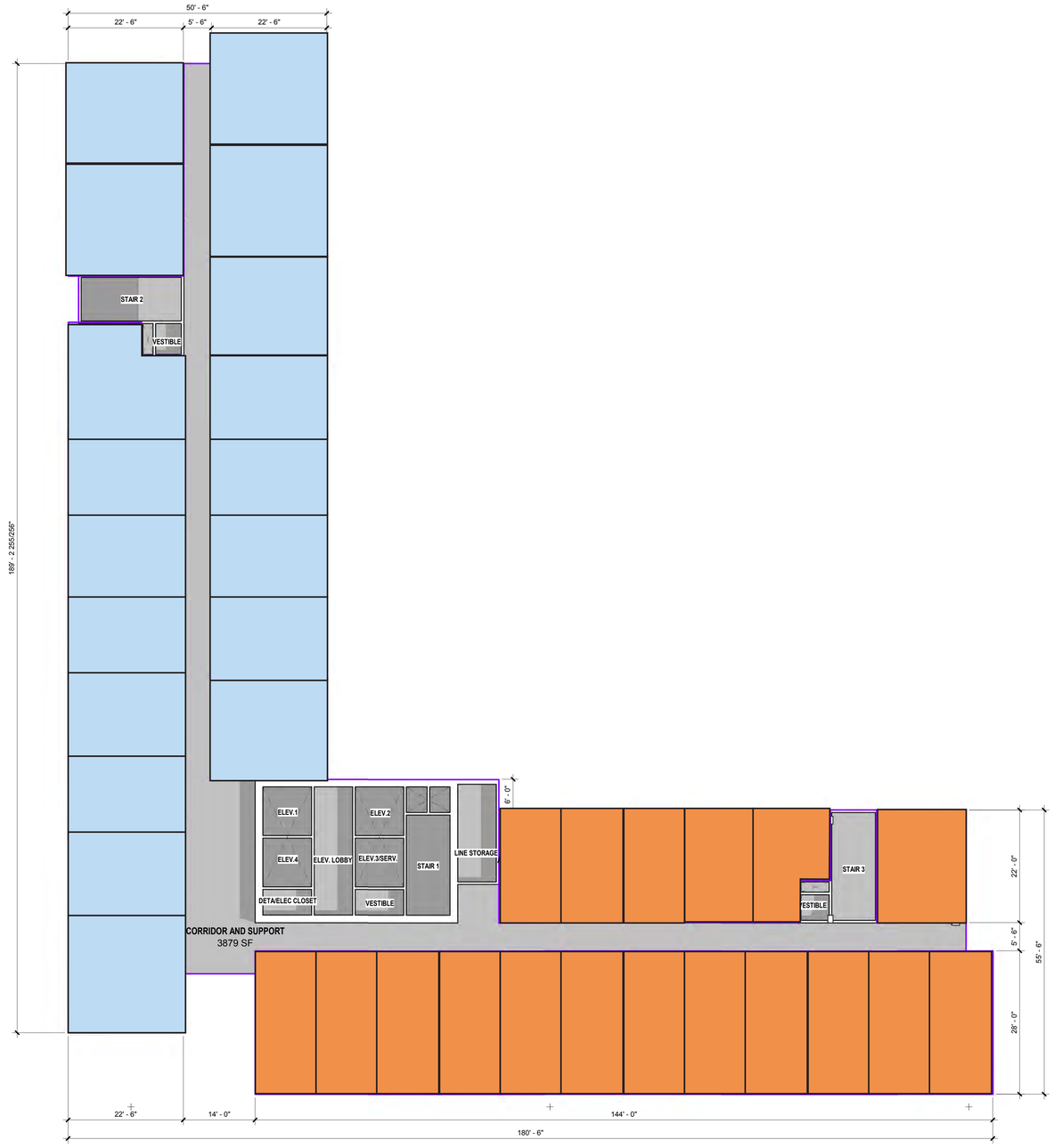
PLANTING LEGEND

	SIZE	WATER
SCREEN HEDGE		
Dodonaea viscosa 'Purpurea	*(8'-12'H x 6'-8'W)*	*LOW*
Pittosporum tenuifolium 'Margorie Channon'	*(8'-12'H x 6'-8'W)*	*LOW*
BERM PLANTING		
TREE		
Acca sellowiana	*(12'-20'H x 10'-15'W)*	*LOW*
Lagerstroemia indica 'Glendora White' Multi	*(10' H x 10' W)*	*MED*
SHRUB UNDERSTORY		
Agave americana	*(6' H x 6' W)*	*LOW*
Miscanthus sinensis	*(3-4' H x 3-4' W)*	*LOW*
Rosmarinus officinalis 'Tuscan Blue'	*(4'-6' H x 4'-6' W)*	*LOW*
PARKING LOT PLANTING		
TREE		
Acacia stenophylla	*(25' H x 25' W)*	*LOW*
Arbutus unedo	*(20' H x 20' W)*	*LOW*
SHRUB UNDERSTORY		
Arctostaphylos 'Emerald Carpet'	*(1' H x 3'-5' W)*	*LOW*
Astelia banskii	*(2'-3' H x 2'-3' W)*	*LOW*
Lomandra longifolia 'Breeze'	*(2'-3' H x 2'-4' W)*	*MED*
Leymus condensatus 'Canyon Prince'	*(2'-3' H x 2'-3' W)*	*LOW*
Westringia fruticosa 'Gray Box'	*(2'-3' H x 2'-3' W)*	*LOW*
ORNAMENTAL GARDEN		
TREE		
Arctostaphylos manzanita 'Dr. Hurd'	*(15' H x 15' W)*	*LOW*
Olea europaea 'Fruitless'	*(15' H x 20' W)*	*LOW*
SHRUB UNDERSTORY		
Agave attenuata	*(4' H x 4' W)*	*LOW*
Agave 'Blue Flame'	*(2' H x 3' W)*	*LOW*
Agave 'Blue Glow'	*(2' H x 3' W)*	*LOW*
Agave parryi	*(1'-2' H x 1'-2' W)*	*LOW*
Arctostaphylos 'Pacific Mist'	*(2' H x 3' W)*	*LOW*
Chorizema 'Bush Flame'	*(2'-3' H x 2'-3' W)*	*LOW*
Calandrinia spectabilis	*(1' H x 3' W)*	*LOW*
Dianella 'Little Rev'	*(2'-4' H x 1'-2' W)*	*LOW*
Hesperaloe parvifolia	*(3'-4' H x 4'-5' W)*	*LOW*
Limonium perezii	*(2'-3' H x 2'-3' W)*	*LOW*
Salvia spathacea	*(1'-2' H x 4'-5' W)*	*LOW*
Senecio serpens	*(1'-2' H x 3' W)*	*LOW*
Sesleria autumnalis	*(1'-2' H 1'-2' W)*	*LOW*



GROUND LEVEL - 3/32”=1’-0”

OCTOBER 2019



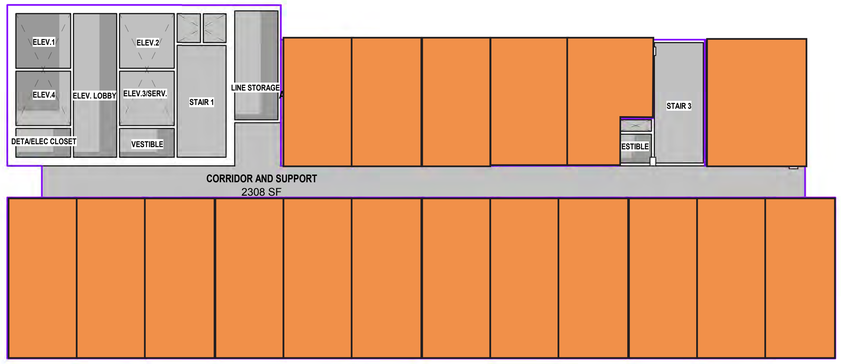
LEGEND:

- SELECT SERVICE HOTEL
- EXTENDED STAY HOTEL
- CIRCULATION

LEGEND:

SELECT SERVICE HOTEL

CIRCULATION



MATERIALS LEGEND:

- LOW E GLASS
- LOW E TINTED GLASS
- WHITE EIFS (EXTERIOR INSULATION FINISHING SYSTEM)
- SLATE BLUE EIFS (EXTERIOR INSULATION FINISHING SYSTEM)

SOUTH ELEVATION

NORTH ELEVATION

MATERIALS LEGEND:

- LOW E GLASS
- LOW E TINTED GLASS
- WHITE EIFS (EXTERIOR INSULATION FINISHING SYSTEM)
- SLATE BLUE EIFS (EXTERIOR INSULATION FINISHING SYSTEM)

WEST ELEVATION

EAST ELEVATION

VIEW LOOKING NORTH

OCTOBER 2019

SUNROAD ENTERPRISES | CARRIER JOHNSON+CULTURE

VIEW LOOKING WEST

VIEW LOOKING SOUTH

BIRDS EYE VIEW

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment."

The San Diego Unified Port District ("District") has prepared an addendum to the Revised FEIR for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment (Unified Port District #83356-EIR-783; State Clearinghouse #2006021027) ("2014 EIR") for the Sunroad Harbor Island East Hotel Project ("proposed project"). A Mitigation Monitoring and Reporting Program (MMRP) is required because the addendum identifies applicable mitigation measures from the 2014 EIR that apply to the proposed project. Adoption of this MMRP would occur along with approval of the proposed project.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the proposed project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the mitigation measures (as amended through the addendum), implementation responsibility, mitigation timing, and monitoring and reporting procedure. The numbering of mitigation measures follows the numbering sequence found in the accompanying addendum.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the District is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed.

Inquiries should be directed to:

Contact: Michelle Chen, Senior Planner
3195 Pacific Highway
San Diego, CA 92101
Phone: (619) 686-8097
Email: mchan@portofsandiego.org

The location of this information is:

3195 Pacific Highway
San Diego, CA 92101

The District is responsible for overall administration of the MMRP and for verifying that the project applicant, Sunroad HIE Hotel Partners, has completed the necessary actions for each measure.

REPORTING

The District shall document and describe the compliance of the proposed project with the required mitigation measures either within the attached table or in separate monitoring documentation.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- Impact – This column provides the verbatim text of the identified impact.
- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure from the 2014 EIR. Where new language was added to apply the measure to the proposed project, text is shown as underlined; where language was removed, text is shown in ~~strikethrough~~.
- Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- Timing – This column identifies the time frame in which the mitigation will be implemented.
- Verification – This column is to be dated and signed by the District staff person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
Biological Resources			
MM BIO-2: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys To ensure compliance with MBTA and similar provisions under the Fish and Game Code, the Project Applicant or its contractor shall implement one of the following restrictions: 1. Conduct all vegetation removal during the non-breeding season (between ~~September~~ October 1 and December ~~January~~ 31) OR 2. If construction activities are scheduled between ~~February~~ January 1 and ~~August 31~~ September 30, a qualified ornithologist (with knowledge of the species to be surveyed) shall conduct a focused nesting survey prior to the start of vegetation removal and within any potential nesting habitat (mature trees, eaves on buildings, etc.). The nesting bird survey area shall include the entire limits of disturbance plus a 300-foot buffer for non-raptors and a 500-foot buffer for ground-nesting raptors. The nesting surveys shall be conducted within 1 week prior to initiation of construction activities and shall consist of a thorough inspection of the Project site by a qualified ornithologist(s). The survey work shall occur between sunrise and 12:00 p.m. when birds are most active. If no active nests are detected during these surveys, no additional mitigation is required. If the survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or within 500 feet for raptors, a no-disturbance buffer shall be established around each nest site to avoid disturbance or destruction of the nest until after the nesting season or after a qualified ornithologist determines that the young have fledged. The size of the no-disturbance buffer shall be determined by the qualified biologist at the time of discovery. If there is a delay of more than 7 days between when the nesting bird survey is performed and vegetation removal begins, it shall be confirmed that no new nests have been established.	Sunroad HIE Hotel Partners, L.P.	Throughout Construction	Contractor to confirm with District that vegetation removal was completed outside of breeding season OR Contractor will report the results of the focused nesting survey to the District. If survey confirms nesting within 300 feet of the disturbance footprint for nonraptors or 500 feet for raptors, report to District that buffers are in place to protect nesting birds during vegetation removal and construction activities.
Geology and Soils			
MM GEO-2: To reduce the soil liquefaction and lateral spreading potential beneath the surface of the site, the Project Applicant shall implement all of the measures recommended in the 2020 NOVA Geotechnical Investigation ~~Geocon Study~~ (Appendix D~~H1 of the EIR~~) including the following site design criteria:	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	The Project Applicant shall implement all of the measures recommended in the 2020 NOVA Geotechnical Investigation (Appendix D) including the

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
I. Except for ~~stone columns and HEAT Anchor~~ ground improvement methods such as deep soil mixing (DSM) or stone columns ~~methods~~, dewatering shall be undertaken for excavations below an elevation of 5 feet above mean sea level (MSL). II. Ground improvements ~~or deep foundations~~ shall be implemented in conformance with the CBC site design criteria for Type B faults, which include the Rose Canyon Fault zone, as summarized in the following table. Site Design Criteria The following seismic design parameters were determined in accordance with ASCE 7-16 Chapter 21 Risk-Targeted Maximum Considered Earthquake (MCE_R) Ground Motion Hazard Analysis. Risk Category IV was assumed for the structure. Site-Specific *Seismic Design Parameters*			site design criteria. The site plans showing the design criteria will be submitted to the District and the City of San Diego.

Parameter	Site Class D
Site Latitude, degrees	32.725856
Site Longitude, degrees	-117.195508
Mapped Short Period Spectral Acceleration, S_S	1.47
Mapped One-Second Period Spectral Acceleration, S_1	0.50
Short Period Spectral Acceleration Adjusted For Site Class, S_{MS}	2.27
One-Second Period Spectral Acceleration Adjusted For Site, S_{M1}	1.92
Design Short Period Spectral Acceleration, S_{DS}	1.51
Design One-Second Period Spectral Acceleration, S_{D1}	1.28
Geometric Mean (MCE_G) Peak Ground Acceleration	0.69

~~Parameter~~	~~Ground Deep Improvements~~	~~CBC Foundations~~	~~Reference~~
~~Seismic Zone~~	~~0.40~~	~~0.40~~	~~Table 16-I~~
~~Seismic Profile~~	~~S_D~~	~~S_F~~	~~Table 16-J~~
~~Seismic Coefficient, C_a~~	~~0.57~~	~~0.57~~	~~Table 16-Q~~
~~Seismic Coefficient, C_v~~	~~1.02~~	~~1.87~~	~~Table 16-R~~

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure

~~Near Source Factor, N_a~~	~~1.3~~	~~1.3~~	~~Table 16-S~~
~~Near Source Factor, N_v~~	~~1.6~~	~~1.6~~	~~Table 16-S~~
~~Seismic Source~~	~~B~~	~~B~~	~~Table 16-U~~

Notes:

~~S_D is the soil profile type that contains types of soils that are vulnerable to potential failure or collapse under seismic loading. This soil is often liquefiable.~~

~~O_F is the soil profile type that contains dense granular soil or stiff cohesive soil.~~

~~C_a is the seismic response coefficient for proximity and is defined by site conditions such as seismic zone and soil profile type. C_a is determined using Table 16-Q of the CBC.~~

~~C_v is the seismic response coefficient and is defined by site conditions such as seismic zone and soil profile type. C_v is determined using Table 16-R of the CBC.~~

~~N_a is the near-source factor for C_a and is defined by the seismic source type and the closest distance to a known seismic source. N_a is determined using Table 16-S of the CBC.~~

~~N_v is the near-source factor for C_v and is defined by the seismic source type and the closest distance to a known seismic source. N_v is determined using Table 16-T of the CBC.~~

~~B is the seismic source type between A—faults that produce the largest magnitude events with high rates of seismic activity, and C—faults that are not capable of producing large magnitude events and have low rates of seismic activity. B is determined using Table 16-U of the CBC.~~

A. As recommended in the Geotech Study, ground improvements to mitigate the effects of liquefiable soils and lateral spreading shall be implemented for settlement-sensitive structures (~~such as the~~ use of ~~stone columns or the HEAT~~DSM method). ~~In addition, ground improvements for lateral spreading will be extended at least 5 feet below the mud line of the adjacent San Diego Bay along the existing shoreline, and for all structures the minimum depth of ground improvements will be as specified by the Geotech Study conducted by Geocon in Marth 2006.~~

B. The Project-Applicant shall follow recommendations listed in the Geotech Study conducted by ~~Geocon in March 2006~~NOVA in February 2020 for ~~ground densification methods, minimum cone penetration test (CPT) tip resistance, minimum Standard Penetration Test (SPT), the installation of stone columns, and~~ DSM.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
C. Following densification of the existing soils, the Project Applicant shall place additional fill material on the site to re-establish existing grades of between approximately 13 to 16 feet above MSL. III. The Project Applicant shall consult with a geotechnical engineer regarding potential placement of settlement monuments and recommended Grading Specifications. Settlement monuments may only be required if site elevation is significantly raised. IV. Site preparation shall begin with the removal of all deleterious material and vegetation. The depth of removal should be such that material exposed in cut areas or soil to be used as fill is relatively free of organic matter. Material generated during stripping and/or site demolition shall be exported from the site. A. The upper 3 feet of soil within areas subjected to ground improvement by DSM ~~densification by stone columns~~ shall be removed, moisture conditioned and recompacted. B. The Project Applicant shall follow the recommended procedures listed in the Geotech Study with respect to removal of existing fill soil and insertion of new fill. In addition, any imported soils shall have an expansion index of less than ~~50~~10 and a maximum particle dimension of ~~3~~2 inches. V. The Project Applicant shall follow the recommendations set by in the Geotech Study for the Proposed Project regarding foundations for the structures. A. A geotechnical engineer shall observe foundation excavations to verify that the exposed soil conditions are consistent with those anticipated and that they have been extended to the appropriate bearing strata. ~~VI. The Project Applicant shall follow the recommendations set in the Geotech Study for the Proposed Project with regard to utilization of ground foundations such as deep foundations, when they shall be required.~~ VII. Where proposed, buildings can be supported by shallow or mat foundations in improved ground~~, or by deep foundations capable of transmitting foundation loads through the hydraulic fill and bay deposits into the Bay Point Formation~~. Such foundation systems include the following: A. Foundation excavations shall be observed by the geotechnical engineer prior to the placement of reinforcing steel and concrete to verify that the exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required. VIII. The Project Applicant shall follow recommendations listed on the Geotech Study regarding the use of concrete slab-on-grade, including guidelines for crack-control spacing. IX. In addition to the extensive mitigation measures listed above, the Geotech Study provides detailed recommendations for the appropriate engineering of other Project components including retaining walls, pavement, and drainage. These measures, where applicable to the proposed project, shall also be implemented.			

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
Greenhouse Gas Emissions and Climate Change			
MM SLR-C1: Prior to the approval of a Coastal Development Permit for the proposed project ~~hotel development that could occur under the proposed PMP Amendment~~, the project applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The report shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development.	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Coastal Development Permits	The project applicant shall retain a qualified engineer who shall prepared for the District's review and approval an up-to-date, site-specific analysis of the potential impacts of sea-level rise by the year 2100 The site plans reflective of the strategies to improve the resiliency of the project site will be submitted to the District and the City of San Diego.
Hazards and Hazardous Materials			
Mitigation Measure HZ-2a Prior to the initiation of construction activities, the Project Applicant shall prepare and submit to the Port District's Environmental Services Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant and/or contractor in the event that undocumented areas of contamination are encountered during construction activities. The contingency plan shall provide, at a minimum, that in the event undocumented areas of contamination are discovered during construction activities, the Project Applicant and/or its contractor shall discontinue construction activities in the area of suspected contamination and shall notify the Port District forthwith, and, in consultation with the County of San Diego Department of Environmental Health's Hazardous Materials Division and subject to the review and approval of the Port District and any other public agency with jurisdiction over the contamination encountered, the Project Applicant shall prepare a plan for abatement and remediation of the contamination. Construction activities shall be discontinued until the Project Applicant and/or contractor has implemented all appropriate health and safety procedures required by the Port District and any other agency with jurisdiction over the contamination encountered.	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	Contractor to prepare and submit to the District's Environmental and Land Use Management Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant(s) and/or contractor in the event that undocumented areas of contamination are encountered during construction activities. Contractor to notify District/County Department of Environmental Health if

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
			contaminated soils encountered.
Mitigation Measure HZ-2b Prior to the initiation of construction activities, the Project Applicant shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site associated with the UST that was removed , the marina and past use of the surrounding areas for industrial purposes including aerospace and other industries. The Site Safety Plan shall be subject to Port of San Diego approval, and, if deemed appropriate, the Project Applicant shall, in consultation with the County of San Diego Department of Environmental Health, be prepared to address hazardous construction-related activities within the boundaries of the project site to reduce potential health and safety hazards to workers and the public.	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the District.
Noise and Vibration			
MM NOI-C1: Reduction of exterior noise impacts The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of ~~future hotels~~ the proposed project shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 65 dBA (CNEL) or below standard. Construction level plans showing adherence to standards will be provided to the District and the City of San Diego.
MM NOI-C2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Proposed Project construction-level plans to ensure that the hotel plans

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable CBC requirements.			incorporate measures that will achieve the 45 dBA (CNEL) standard. Construction level plans showing adherence to standards will be provided to the District and the City of San Diego.
MM NOI-2: Reduction of interior noise levels below 45 dBA CNEL interior noise requirement ~~Future hotels~~ The proposed project shall include noise insulation features such that an interior noise level of 45 dBA (CNEL) is achieved. An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Proposed Project construction-level plans to ensure that the hotel plans incorporate measures that would achieve the 45 dBA (CNEL) standard. Noise insulation features that could be installed include, but are not limited to, the following: ▸ Acoustically rated dual pane windows and sliding glass door assemblies ▸ Heavy-weight drapes and thick carpets for sound absorption The following minimal performance requirements shall be adhered to as they pertain to interior/exterior sound transmission loss: ▸ Exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52 ▸ Walls between guestrooms and stairwells shall have a minimum STC rating of 60 ▸ All floor/ceiling assemblies shall have a minimum STC rating of 60 ▸ Guest room entry doors shall receive full-frame sound insulation stripping	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Proposed Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Construction level plans showing adherence to standards will be provided to the District and the City of San Diego.
Transportation			
MM TR-C7: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance) The Project Applicant shall contribute a fair share percentage of 18.4% ~~20.7% for Scenario A or 22.4% for Scenario B~~ towards restriping the northbound approach to provide a left-turn lane, a shared left-turn/thru lane, a thru lane, and a right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. The improvements at this intersection shall include the following: remove the northbound right-turn lane from a "yield" ~~"free"~~ movement and introduce right-turn "overlap" phasing; retain the north/south "split" signal phasing; and restripe the eastbound approach to convert the right-turn lane to a shared thru/right-turn lane. Modifications to the triangular median in the southeast portion of the intersection	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	Pay a fair share percentage of 18.4% towards restriping the northbound approach to provide a left-turn lane, a shared left-turn/thru lane, a thru lane, and a right-turn lane. The fair share contribution shall be paid to the City of San

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
are expected. Modifications to the traffic signal timing in conjunction with the change in lane designations are also recommended.			Diego traffic impact fee program.
MM TR-C9: North Harbor Drive / Laurel Street intersection The Project Applicant shall contribute a fair share percentage of 4.5% ~~5.2% for Scenario A or 5.3% for Scenario B~~ towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound approach to provide a single shared left-turn/right-turn lane. To accommodate the additional lane, widening and modifications to the median/roadway shall be required. All three eastbound lanes on Laurel Street shall continue to Pacific Highway, where the number 1 lane would trap into the left-turn lane(s). An overhead sign bridge(s) shall be implemented to instruct drivers of the trap lane. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	Sunroad HIE Hotel Partners, L.P.	Prior to Construction	Pay a fair share percentage of 4.5% towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C12: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment The Project Applicant shall contribute a fair share percentage of 5.5% ~~5.8% for Scenario A or 5.3% for Scenario B~~ towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Building Permits	Pay a fair share percentage of 5.5% towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C13: North Harbor Drive between Rental Car Access Road and Laurel Street street segment The Project Applicant shall contribute a fair share percentage of 4.5% ~~2.4% for Scenario A or 2.2% for Scenario B~~ towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Building Permits	Pay a fair share percentage of 4.5% towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C14: North Harbor Drive between Laurel Street and Hawthorn Street street segment The Project Applicant shall contribute a fair share percentage of 6.7% ~~7.1% for Scenario A or 6.5% for Scenario B~~ towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Building Permits	Pay a fair share percentage of 6.7% towards the addition of one southbound lane along the

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
			street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C15: Laurel Street between North Harbor Drive and Pacific Highway street segment The Project Applicant shall contribute a fair share percentage of 1.3% ~~1.4% for Scenario A or 1.3% for Scenario B~~ towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Building Permits	Pay a fair share percentage of 1.3% towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C16: Laurel Street between Pacific Highway and Kettner Boulevard street segment The Project Applicant shall contribute a fair share percentage of 2.5% ~~2.7% for Scenario A or 2.5% for Scenario B~~ towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Building Permits	Pay a fair share percentage of 2.5% towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
Utilities and Service Systems			
MM PUB-C1 Prior to the issuance of any demolition, grading, or construction permits, the Project Applicant shall prepare a waste management plan and submit it for approval to the City's Environmental Services Department. The plan shall include the following, as applicable: ▸ Tons of waste anticipated to be generated ▸ Material type of waste to be generated ▸ Source separation techniques for waste generated ▸ How materials would be reused on-site ▸ Name and location of recycling, reuse, and landfill facilities where recyclables and waste would be taken if not reused on-site	Sunroad HIE Hotel Partners, L.P.	Prior to the Issuance of Certificate of Occupancy	Project Applicant shall prepare a waste management plan and submit it for approval to the City's Environmental Services Department and a copy of the City approved plan to the District.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Monitoring and Reporting Procedure
▶ A "buy-recycled" program for green construction products, including mulch and compost ▶ How the project would aim to reduce the generation of construction/ demolition debris ▶ How waste reduction and recycling goals would be communicated to subcontractors ▶ A timeline for each of the three main phases of the Project (demolition, construction, and occupancy) ▶ How the Refuse and Recyclable Materials Storage Regulations would be incorporated into construction design of building's waste area ▶ How compliance with the Recycling Ordinance would be incorporated into the operational phase ▶ International Standards of Operations, or other certification, if any In addition, the Project Applicant has committed to implement the following recycling measures. These measures shall be included in the Waste Management Plan: ▶ Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site. ▶ Provide education and publicity about recycling and reducing waste, using signage and a case study.			