

Attachment D

**SAN DIEGO UNIFIED PORT DISTRICT
DEVELOPMENT SERVICES DEPARTMENT**

P.O. BOX 120488
SAN DIEGO, CA 92112-0488
(619) 686-6419

COASTAL DEVELOPMENT PERMIT AMENDMENT NO. 2

Board Action:	Date
Permit Amendment:	DATE (issuance date)
Applicant:	Ferry Landing Associates, LLC (FLA) 1311 First Street Coronado, CA 92118
Project:	CDP 97-3 The Ferry Landing Expansion
Location:	1355 First Street Coronado, CA 92118

You are hereby granted an amendment to Coastal Development Permit (CDP) CDP-97-3. The original CDP, Clerk Document No. 36851, was issued on November 18, 1997 and amendment to the CDP, Clerk Document No. 53487, was issued on May 27, 2008, both of which were done in conformance with the California Coastal Act of 1976 and the CDP Regulations of the San Diego Unified Port District.

The Project, as defined below, is located within the jurisdiction of the San Diego Unified Port District (District) and is between the nearest public road and the sea or the shoreline of a body of water located within the California coastal zone. The District has determined that this amendment to the original CDP 97-3 is a material change to the permit. The Project, as conditioned, is fully consistent with Chapter 3 and Chapter 8 of the Coastal Act and the District's certified Port Master Plan. On **BOARD DATE**, the Board of Port Commissioners approved Amendment No. 2 to CDP-97-3.

This amendment is limited to the modifications described below in ~~strikeout~~/underline and set forth in material on file with the District. All remaining terms, conditions, limitations and provisions of CDP-97-3, as amended, unless shown as deleted in this amendment, are to remain in effect.

DEVELOPMENT

Construction of two restaurants with a total of approximately 18,500 square feet of gross floor area, extension of the bicycle path along the waterfront, approximately 6,500 square feet of offices, parking for approximately 255 vehicles, rip-rap and revetment shoreline protection, and landscaping. The project is further described in the Environmental Assessment for the Ferry Landing Expansion dated July 20, 1995, and in current plans on file with the San Diego Unified Port District.

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The applicant (or “Permittee”) has completed one single story restaurant of approximately 11,700 square feet, the extension of the bicycle path along the waterfront, approximately 6,500 square feet of two-story office space, a paved parking lot for 269 vehicles, the relocation of the access/egress driveway west of A Street (extended), a sound attenuation wall on the south and east side of the project site, revetment shoreline protection, and landscape improvements for most of the 3.9 acre site.

The Permittee proposes to construct the second single-story restaurant, approximately 7,500 square feet and up to 23 feet high, with outdoor seating areas and landscaping improvements adjacent to the existing Il Fornaio restaurant at Ferry Landing (“project” or “second restaurant project”). The proposed building would provide space for one or two restaurants that would accommodate approximately 300 guests, including approximately 190 indoor guests and approximately 110 outdoor guests. Solar panels are proposed on the roof, along with heating, ventilation, and air conditioning units and tankless natural gas water heaters. All mechanical equipment would be enclosed within a recessed well. Railing is proposed around the outdoor patio areas, including a low-profile wall between the restaurant building and the shoreline public walkway. A covered 224 square foot utility and trash area is proposed at the southeastern side of the building and an underground, appropriate size, grease interceptor tank is proposed in the southeastern corner of the site, adjacent to the proposed utility and trash area.

Parking for the project would be provided within the existing 269 spaces in the parking lot located south and adjacent to the project. No changes to the current parking configuration are proposed with the exception of re-striping to include handicapped-accessible parking stalls. Bicycle racks would be installed at the southwestern portion of the site along the sidewalk and at the three existing concrete viewing decks over the San Diego Bay.

The proposed landscaping includes grasses and drought tolerant plants and palm trees. The palm trees would be located toward the parking lot and low-lying vegetation would be planted toward San Diego Bay. Existing overhead lighting located along the 15-foot-wide shoreline public pathway would be removed and replaced with low-profile bollard lighting, with a correlated color temperature of 2,700 kelvins or less, along both sides of the pathway. The bollards will match the lighting output of the existing overhead lighting to allow for pedestrian and bicycle safety as well as uninterrupted views of the nighttime downtown San Diego skyline. Three bio-filtration areas for stormwater are proposed, including two at each entrance of the restaurant building and one between the outdoor seating area and the walkway.

Construction of the project is expected to take nine months to complete the building shell and another nine months to complete tenant improvement work for a total of 18 months commencing in late 2025. Construction would occur in three phases: 1) preliminary earthwork; 2) foundation work; and 3) building construction and exterior site work.

Operations would involve full-service indoor and outdoor dining activities seven days a week and year-round. Operations are anticipated to occur between the hours of 7:00 a.m.

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and 11:00 p.m., with the majority of customers expected to patronize the restaurant after 4:00 p.m.

STANDARD PROVISIONS

1. ~~Permittee shall adhere strictly to the current plans for the project as approved by the San Diego Unified Port District. Permittee shall adhere to the plans for the second restaurant project as approved by the District July 17, 2018 and the project features described above under Development, and as attached (Exhibit A) and made a part of this Coastal Development Permit Amendment.~~
2. Permittee shall notify District of any changes in the project and herein described. Notification shall be in writing and be delivered promptly to the District. The District shall determine whether or not District approval of the project change is required prior to implementation of any changes, and if the project change will require an amendment to this Permit.
3. Any questions of intent or interpretation of any condition will be resolved by the District Executive Director or the Board of Port Commissioners.
4. Permittee and the project shall meet all applicable codes, statutes, ordinances and regulations, the local code requirements and ordinances and Permittee shall obtain all necessary permits from local, regional, state and federal agencies.
5. Permittee shall conform to, and this permit amendment is subject to, the permit rules and regulations of the District, including, but not limited to, the District's Coastal Development Permit Regulations.
6. Permittee shall commence development within two (2) years following the date of permit amendment 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 until two copies of the permit have been returned to the Planning and Environmental Management Department of the San Diego Unified Port 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. This permit amendment shall not be valid unless two copies of the permit amendment have been returned to the Development Services Department of the District, upon which copies the Permittee has signed~~

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a statement agreeing that the Permittee will abide by the terms, conditions, limitations and provisions of the permit amendment.

9. Permittee shall be responsible for compliance with ADA and Title 24 specifications.
10. 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.
11. 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 Program (JRMP). The JRMP is available on the District website: <https://www.portofsandiego.org/environment/environmental-protection/stormwater> or by contacting the Environmental Protection Department at (619) 686-6254.

12. 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.

13. 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

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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.

14. 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 Permittees 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 Negative Declaration; 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.
15. Permittee acknowledges and agrees that: (a) it is the sole and exclusive responsibility of Permittee, and not the District, to ensure that all persons and/or entities who provide any labor, services and/or equipment in connection with the project, shall comply with the requirements of California's prevailing wage laws (the "PWL"), to the extent such laws are applicable; and (b) it is the sole and exclusive responsibility of Permittee, and not the District, to determine whether the Project is subject to the PWL by obtaining a determination by means that do not involve the District. If the Project is determined to be subject to the PWL, Permittee shall comply with all applicable provisions of the PWL, and shall take reasonable steps to ensure that all persons and/or entities who provide any labor,

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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.

16. 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.

SHORT TERM CONSTRUCTION MEASURES

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. During any emergency operation at nighttime, special measures, such as using less noisy equipment (based on manufacturer's specifications and properly maintained) should be considered when possible to limit adverse noise impact on the residential areas; (b) keep construction equipment as far as possible from sensitive receptors; and (c) provide acoustical shielding (temporary walls and noise barriers) around construction equipment. (Attachment B, MM-SC-4, MM-NOI-1 and MM-NOI-2)
2. To minimize fugitive air emissions during construction, the Permittee will require the construction contractor to keep fugitive dust down by regular wetting of work areas. (Attachment B, MM-SC-5, MM-AQ-1 and MM-AQ-2)
3. 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 San Diego Bay waters and from adjacent areas. (Attachment B, MM-SC-7, and MM-AES-2 (modified))

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4. The bike/walk pathway shall remain open during construction.
5. Any previously unidentified historical resources discovered during project construction will be afforded full protection by the Permittee until qualified personnel can assess their importance. (Attachment B, MM-CUL-1)
6. All construction equipment shall be maintained in peak condition to reduce operational emissions.
7. Diesel equipment shall use low-sulfur diesel fuel.
8. Electric equipment shall be used to the maximum extent feasible during construction.
9. The Permittee shall require the construction contractor to provide construction employees with transit and ride share information.
10. 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.
11. 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.
12. Permittee and/or contractor shall comply with State Water Resources Control Board Order No. 2022-0057-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

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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.

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

- ~~1. To minimize noise during construction, the permittee will require the construction contractor to (a) restrict normal construction activities to weekdays 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 fugitive air emissions during construction, the permittee will require the construction contractor to keep fugitive dust down by regular wetting.~~
- ~~3. To minimize nuisance effects from lights or glare during construction, the contractor will use sodium vapor lights, and will shield and direct night lighting away from residences.~~
- ~~4. To minimize noise from normal operations, the permittee will relocate the access/egress driveway west of A Street (extended).~~
- ~~5. To minimize noise, a sound attenuation wall will be constructed at the property line on the south and east side of the project site. The height of the wall will be no higher than 8 feet, however it may be less than 8 feet if agreed to, in writing, by the abutting property owner.~~
- ~~6. The permittee will arrange for pick-up of trash dumpsters between 7:00 am and 7:00 pm.~~
1. Permittee shall comply with all applicable Mitigation Monitoring and Reporting Program requirements (attached as Exhibit B), as described in the Second Addendum to the Final Environmental Impact Report for the Coronado Boatyard Plan Amendment - The Wharf Development (UPD #83356-EIR-143; SCH #88062222, Clerk Document No. 68850), dated July 2018, and adopted by Resolution No. 2018-131 on July 17, 2018. The applicable mitigation measures are provided in the following Special Provisions.

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2. The Permittee shall arrange for pick-up of trash dumpsters between 8:00 am and 5:00 pm. (Attachment B, MM-SC-4 and MM-NOI-4)
3. The Permittee shall require operators to use, and regularly maintain, after-burners or carbon filters on exhaust venting to reduce odorous emissions from food establishments. (Attachment B, MM-SC-6)
4. To mitigate impacts resulting from the visual intrusion of the project into a largely residential area, the Permittee shall incorporate the following design features:
 - a) extensive landscaping
 - b) solid fences and landscape buffer along edges of the project
 - c) waterfront/nautical design theme (Attachment B, MM-AES-1)
5. The proposed project design includes cowls on light standards to control off-site spillage of night lighting and sky glow. Trees shall be used along the project perimeter to cut down the effects of night lighting and glare from passing and parked vehicles. (Attachment B, MM-SC-7 and AES-2 (modified))
6. To reduce natural gas, electrical energy and water consumption, the Permittee's architect and contractor shall design and construct the building structures for efficient energy use. Energy saving devices such as setback thermostats, solar lighting, and solar water heaters and water saving devices shall be installed as part of the second restaurant project. (Attachment B, MM-AQ-3, MM-AQ-4 and MM-AQ-5)
7. The lessee will require vendors to use and regularly maintain after-burners or carbon filters to reduce odorous emissions from food establishments. (Attachment B, MM-AQ-6)
8. Trash compactors shall be fully enclosed behind sound-proof material.
9. Air conditioning units shall be out-of-sight from adjacent residential dwellings with a solid wall buffer to prevent noise impacts.
10. Building structures shall not be higher than 23 feet above grade (36 feet mean sea level).
11. Use of reflective coatings on any glass surface is prohibited. Building structure windows shall incorporate measures to the satisfaction of the Port to indicate to birds that the glass surface is solid by creating visual markers and muting reflection such as glass surfaces tilted at a downward angle; fitted with screening, decorative grills, or louvers; utilizing fritted or patterned glass; utilizing vertical or horizontal mullions or other fenestration patterns; utilizing awnings, overhangs, bris sole, or other exterior sun-shading devices; utilizing external films or coatings perceivable by birds; and/or artwork, drapery, banners, and wall coverings that

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counter the reflection of glass surfaces or block “see through” pathways.

12. New shoreline armoring that is constructed for the purpose of protecting the development authorized by this permit amendment shall not be permitted. As a condition of coastal permit approval for new development in an area subject to current or future hazards, a permittee shall be required to acknowledge and agree that they have no rights under Coastal Act 30235 to shoreline armoring in the future. 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 at the sole cost of the Permittee. A sea level rise analysis conducted for the second restaurant project (prepared by Engeo, dated May 9, 2022) identified that the development may be subject to flooding near the end of its useful life. Further, because the second restaurant project is new development, shoreline protection that is constructed for the purpose of protecting it, is prohibited. However, if shoreline protection is needed to protect adjacent existing or coastal-dependent development or public amenities surrounding the restaurant development (such as the public pathway), and such protection would incidentally protect the second restaurant, such protection may be allowed, if it is otherwise consistent with the Port Master Plan. The development related to the second restaurant project must be removed or relocated in the future if: (1) any government agency with relevant authority and jurisdiction has ordered that the structure is not to be occupied, or that it 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 Port Master Plan or relevant Coastal Act policies.
13. Prior to operation of the restaurant or by 2026, whichever comes first, Permittee shall install two electric vehicle (EV) charging stations in the parking lot.
14. The 269 space parking lot adjacent to the second restaurant includes free parking for the public for the first two hours and free daily parking for ferry commuters, (commuters are identified by pre-registered license plate number). Any changes to public parking shall require an amendment to this permit.
15. To accommodate potential future sea level rise, working drawings shall specify that:
 - the restaurant building must be constructed with a) materials resistant to damage from immersion in flood waters b) methods and practices that minimize flood damage and, c) electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within their components during conditions of flooding;
 - all utilities and facilities, such as sewer, gas, electrical, and water systems for any proposed new development, must be located and constructed to minimize or eliminate flood damage;

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- adequate drainage must be provided for all new development in order to reduce exposure to flood hazards;
- all new and replacement sanitary sewage systems must be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters;

Exhibits:

- A. Project Site Plan and Conceptual Renderings
- B. Mitigation and Monitoring and Reporting Program

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

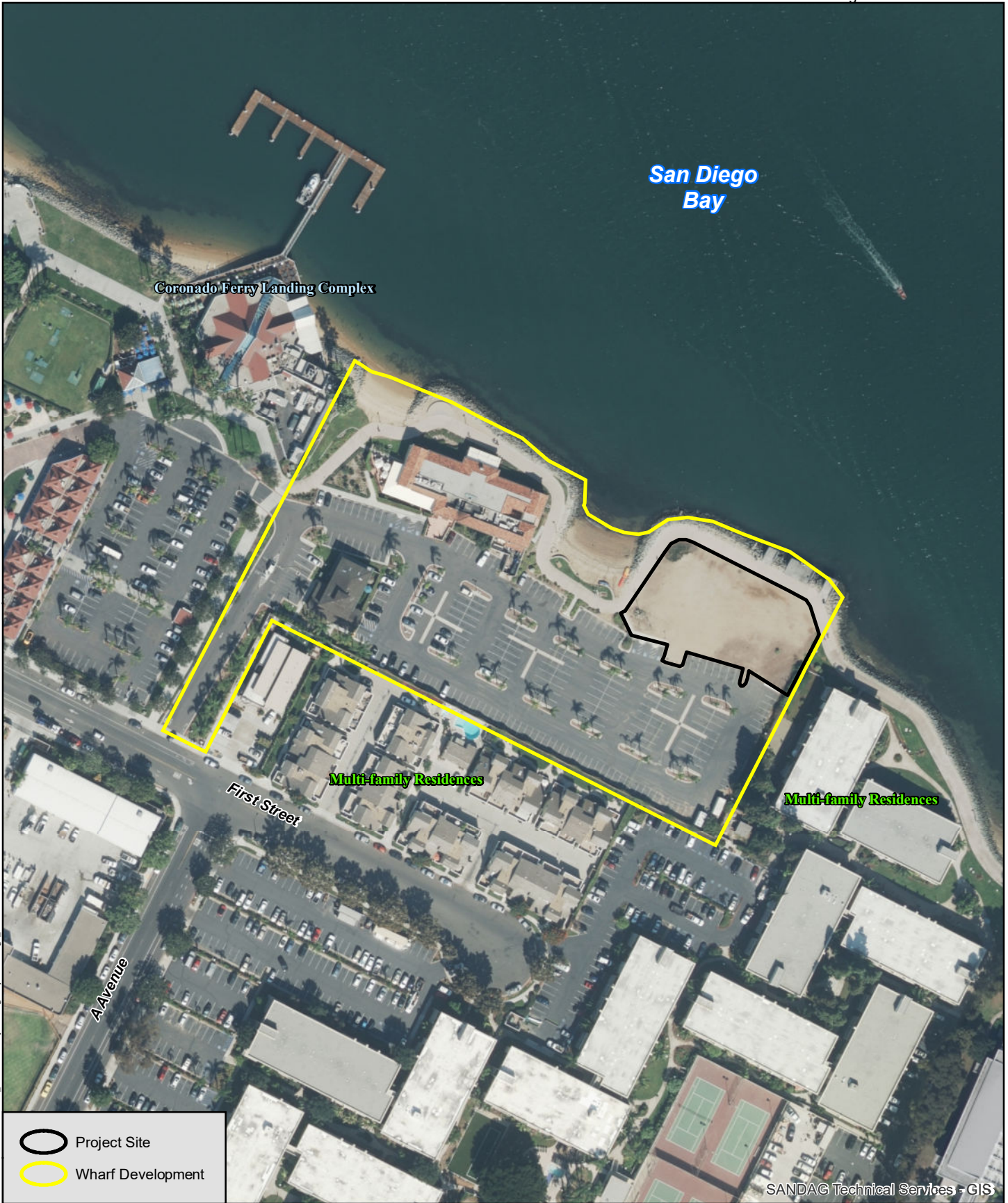
RANDA CONIGLIO
Acting President/Chief Executive Officer

By: _____
WILEEN. C. MANAOIS
Director, Development Services Department

I have read and understand the reasonable terms, conditions, limitations, and provisions of this permit and agree to abide by them. I further understand that the reasonable terms, conditions, limitations, and provisions of the permit are material to its issuance by the District, and that such terms, conditions, limitations, and provisions are included to ensure consistency with applicable laws and regulations, including the Coastal Act. Any failure to abide by the reasonable terms, conditions, limitations, and provisions may result in enforcement by the District and/or the California Coastal Commission, including revocation, as may be warranted.

Signature of Permittee
Christian Herrera
General Manager, Ferry Landing Associates.

Date

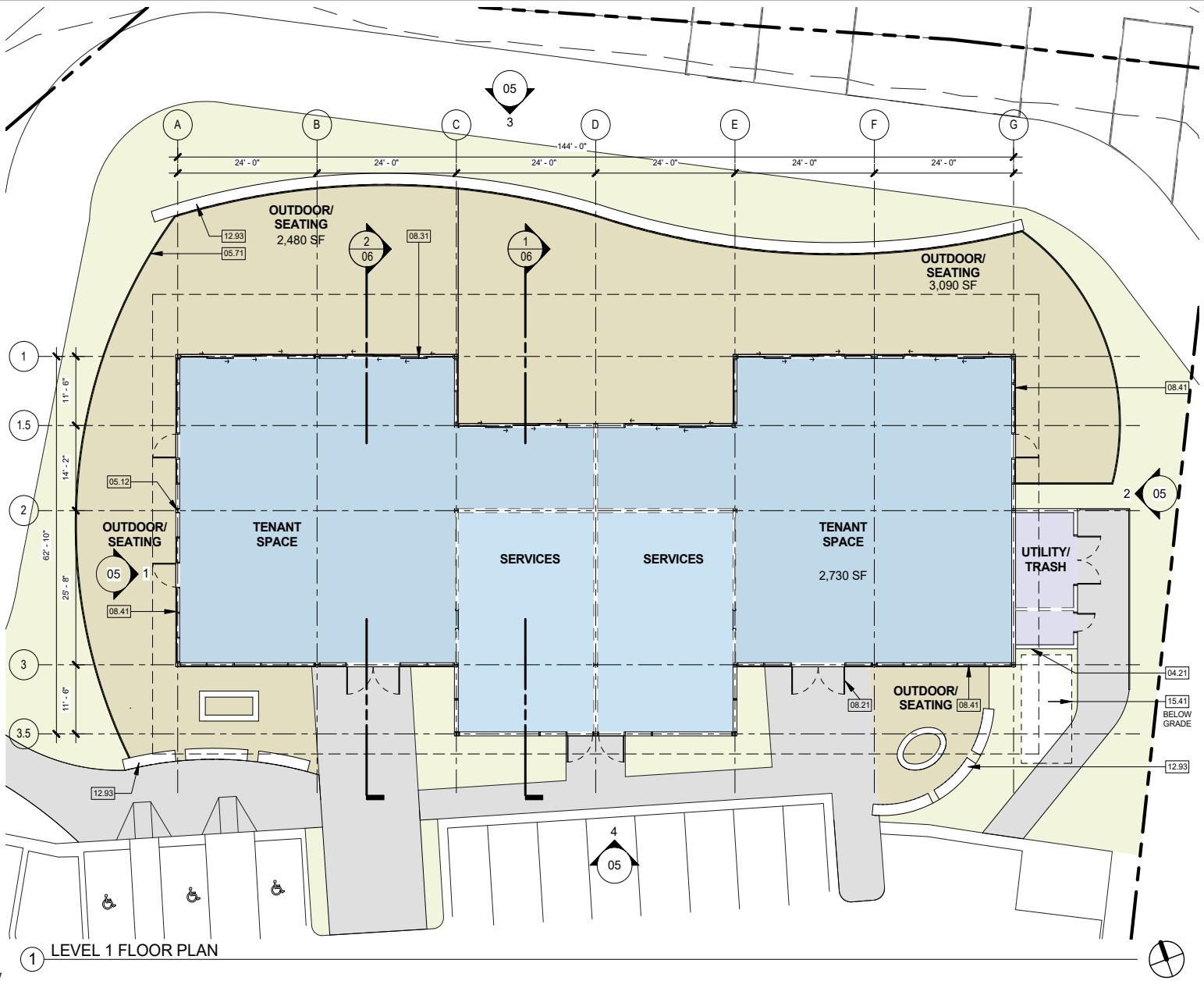


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SANBAG Technical Services - GIS

Project Site

SECOND RESTAURANT AT FERRY LANDING



LEGEND

- CIRCULATION
- LANDSCAPE
- OUTDOOR/ SEATING
- SERVICES
- TENANT SPACE
- UTILITY/ TRASH

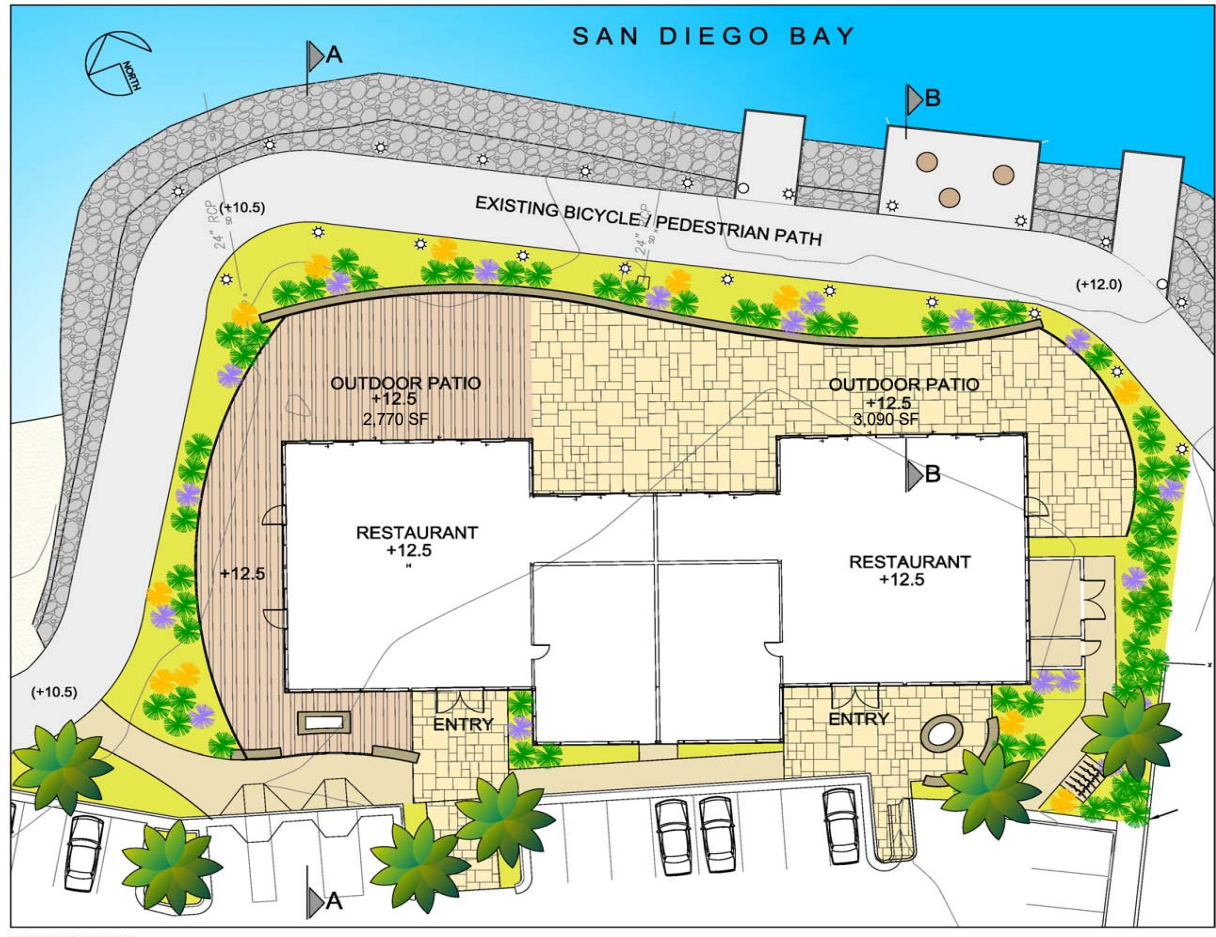
1 LEVEL 1 FLOOR PLAN

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Source: JWDA, 2017

Proposed Site Plan

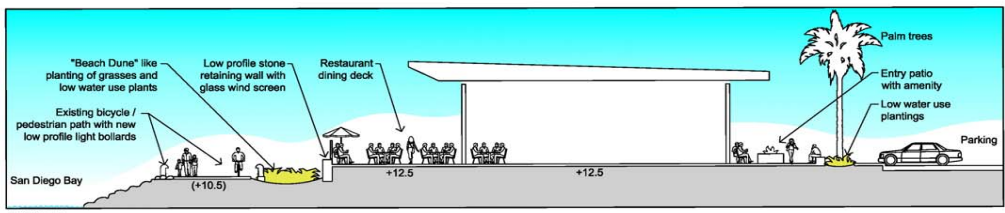
NEW RESTAURANT AT FERRY LANDING



LANDSCAPE CONCEPT PLAN
1" = 10'-0"

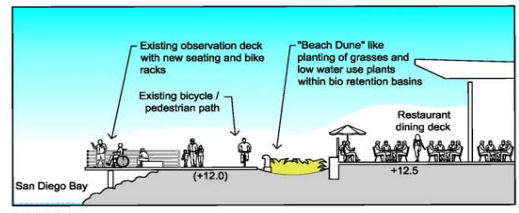
LEGEND

- EXISTING OBSERVATION DECK WITH SEATING
- EXISTING OBSERVATION DECK
- "BEACH DUNE" LIKE PLANTING OF GRASSES AND LOW WATER USE PLANTS
- PALM TREE
- GLASS WIND SCREEN
- BICYCLE RACK
- LOW PROFILE STONE WALL WITH GLASS WIND SCREEN
- RESTAURANT OUTDOOR SEATING WITH AMENITIES
- LOW PROFILE PATHWAY BOLLARD LIGHTING
- DECORATIVE PAVING
- Wood Pavers Decking



SECTION A-A

LANDSCAPE SECTIONS
N.T.S.



SECTION B-B

PARTERRE
SITE PLANNING
URBAN DESIGN
LANDSCAPE ARCHITECTURE
1221 HAYES AVENUE
SAN DIEGO, CALIFORNIA 92103

Fig.5_LandscapePlan.mxd - SUP-08 2/2/2017 - NG

Source: JWDA, 2017

Proposed Landscape Plan

NEW RESTAURANT AT FERRY LANDING

Figure 3



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Source: JWDA, 2017

Architectural Rendering (Daytime)

NEW RESTAURANT AT FERRY LANDING



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Source: JWDA, 2017

Architectural Rendering (Nighttime)

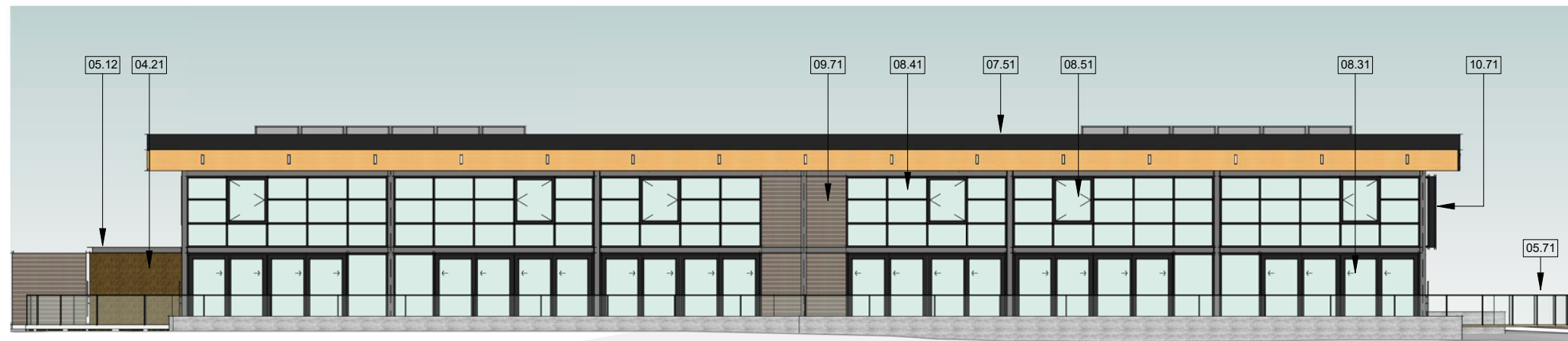
NEW RESTAURANT AT FERRY LANDING



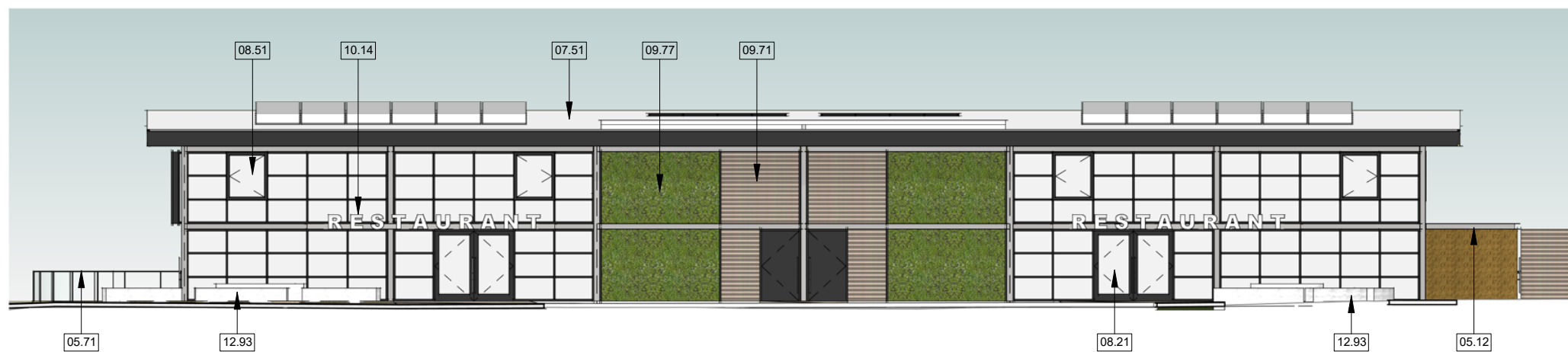
1 BUILDING ELEVATION - WEST



2 BUILDING ELEVATION - EAST



3 BUILDING ELEVATION - NORTH



4 BUILDING ELEVATION - SOUTH

KEY NOTES - 01 CONCEPT DESIGN	
04.21	CONCRETE MASONRY UNITS
05.12	METAL FRAMING - PER STRUCTURAL
05.71	GLASS & METAL RAILING
07.51	REFLECTIVE TPO ROOFING OVER ROOF ASSEMBLY
08.21	DOOR PER SCHEDULE
08.31	SPECIALTY DOOR - SLIDING/ RETRACTABLE
08.41	STOREFRONT SYSTEM
08.51	OPERABLE WINDOW
09.71	COMPOSITE WOOD WALL PANELS
09.77	VEGETATED WALL SYSTEM OVER EXTERIOR WALL ASSEMBLY
10.14	DIMENSIONAL LETTERS SIGNAGE
10.71	EXTERIOR SUN CONTROL DEVICES
12.93	SITE IMPROVEMENTS - PER LANDSCAPE

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Source: JWDA, 2017

Building Elevations

NEW RESTAURANT AT FERRY LANDING

New Restaurant at Ferry Landing

Mitigation, Monitoring, and Reporting Program

Prepared for:



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

July 2018

1.0 Mitigation, Monitoring, and Reporting Program

1.1 Purpose

This Mitigation Monitoring and Reporting Program (MMRP) was prepared for the proposed New Restaurant at Ferry Landing Project (project or proposed project) to comply with Section 15097 of the California Environmental Quality Act (CEQA) and Public Resources Code Section 21081.6. Public Resources Code Section 21081.6 requires the Lead Agency for each project subject to CEQA to adopt a reporting or monitoring program for changes made to the project or conditions of approval adopted in order to mitigate or avoid significant effects on the environment. The Lead Agency must also monitor performance of the mitigation measure included in any environmental document to ensure that implementation takes place. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency will rely on information provided by a monitor as accurate and up to date and will field check mitigation measure status as required.

The purpose of the MMRP is to ensure that the mitigation measures, required by the Final Environmental Impact Report (FEIR), are properly implemented. As the Lead Agency for the project under CEQA, the San Diego Unified Port District (District) will monitor the mitigation measures for construction and operation of the proposed project. The District may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieves the same or greater impact reduction. An effective reporting system shall be established prior to any monitoring efforts. Copies of the measures shall be distributed to the participants of the mitigation monitoring measures adopted. The MMRP includes specific conditions and mitigation measures listed in the FEIR for the Wharf Development, several of which have been completed in prior to previous development at the Wharf Development project area.

1.2 Mitigation Monitoring Checklist

The Mitigation Monitoring Checklist (Table MMRP-1) provides a mechanism for monitoring the mitigation measures in compliance with the FEIR. The Mitigation Monitoring Checklist is organized by categories of environmental impacts. Numbering has been added to the mitigation measures, which were not numbered in the FEIR, and the specific conditions are numbered similar to how they are presented in the FEIR. Potential impacts identified in the FEIR are summarized for each impact area and the required mitigation measures are listed. The checklist identifies the implementation schedule, who is responsible for implementing the measure, and required monitoring and reporting frequency, and who is responsible for verification of implementation. A description of these items is provided below.

Mitigation Measure or Specific Condition. The specific mitigation measure or specific condition language as described in the FEIR is listed in this category.

Monitoring Requirement. Specific requirements are provided for use by District staff to ensure that measures and specific conditions are appropriately implemented.

Responsible Party for Mitigation Implementation. This column explains who will ensure that the mitigation measure or specific condition is properly implemented. The District shall be responsible for either monitoring each measure or specific condition, or may delegate an agency or party at their discretion.

Completion Requirement. The mitigation measure or specific condition required for the project will be implemented at various times as construction proceeds and during operations.

Agency Responsible for Verification. This column describes who will be ultimately responsible for ensuring that each mitigation measure or specific condition is monitored and who will coordinate the final reporting program.

**Table MMRP-1
NEW RESTAURANT AT FERRY LANDING PROJECT
ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM**

FEIR Mitigation Measure or Specific Condition	Monitoring Requirement	Responsible Party for Mitigation Implementation	Completion Requirement	Agency Responsible for Verification
<p>SC-1: That any subsequent commercial recreation development will meet the District's on-site parking requirements as set forth in the Final EIR as follows: retail and associated office: 1 parking space per 200 square feet; restaurants: 1 parking space per 3 seats or 1 space per 100 square feet, whichever is greater; accommodation docks: 1 space per slip.</p>	Prior to operation	Applicant	Prior to operation	District
<p>SC-2: That as mitigation for the incremental increase in traffic generated by the project and cumulative effects upon State Route 75/State Route 282, the District will require as a condition of any subsequent project approval of a commercial recreation development that the Applicant shall make appropriate; and reasonable monetary contributions for controls and improvements at the intersections of Fourth Street and Orange Avenue, if and when constructed and implemented by the responsible jurisdictions (CALTRANS and/or City of Coronado).</p> <p>To improve access, the Applicant will install a left east-bound First Street. Concurrently, a right-turn installed from east-bound First Street onto southbound "A" Street. Both turn lanes will be installed within the existing; street width.</p> <p>The implementation of the traffic circulation mitigation measures is within the purview of Coronado and CALTRANS. They have been recommended for implementation in the Memorandum of /Agreement among the City of Coronado, San Diego Association of Governments, California Department of Transportation District 11, \NAS North Island, and the San Diego Branch, Western Division, NAVFACENGCOM, dated July 20, 1984 and made part of the NAS North Island-Coronado Commuter Access Plan (July 1984), prepared by the San Diego Association of Governments.</p>				<p>Due to a reduction in development and improved surrounding traffic conditions, the proportional contribution of traffic has been reduced and would avoid a significant impact. Further implementation and monitoring is not warranted.</p> <hr/> <p>The right-turn lane from eastbound First Street onto southbound "A" Street has been completed. Due to a reduction in development, site access impacts have been avoided and the left-turn lane on east-bound First Street into the project site is not necessary to reduce impacts to less than significant. Further monitoring and verification is not warranted.</p>

Second Addendum to the Wharf Development FEIR
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<p>SC-3: That a mitigation plan for the transplantation of eelgrass on one-to-one area replacement basis for any that is impacted by in-water construction or development, including provisions for regular monitoring and subsequent transplantation over a three year period, shall be submitted by the Applicant for approval by the Department of Fish and Game, National Marine Fisheries Service, and the District.</p>	No in-water work is proposed and further monitoring and verification is not warranted.			
<p>SC-4: That to minimize short term noise impacts during construction, the Applicant will require the construction contractor to (1) restrict normal construction activities to the hours 7 a.m. to 7 p.m. weekdays; (2) keep construction equipment as far as possible from sensitive receptors; and (3) provide acoustical shielding around night operating construction equipment (10 p.m. to 7 a.m.).</p>	During construction	Applicant/Contractor	At the end of construction	District
<p>To minimize noise levels to adjacent residents from normal operations of the development, the Applicant will relocate the access/egress driveway, as originally shown in Figure 2.3, about 50 feet to the west (not within A Avenue).</p>	This specific condition has been implemented and further monitoring and verification is not warranted.			
<p>A 6-foot high sound attenuation wall will be built along the fenceline of the condominium's western border.</p>	This specific condition has been implemented and further monitoring and verification is not warranted.			
<p>An 8-foot high sound attenuation wall will be constructed at the property line on the east side of the project site.</p>	This specific condition was not implemented due to objections by residents and would not be required for the proposed project.			
<p>The lessee will arrange for business hour (8 a.m. to 5 p.m.) pick-up of trash dumpsters.</p>	During operations	Applicant	Ongoing	District
<p>SC-5: That to minimize fugitive air emissions during construction, the Applicant will require the construction contractor to keep fugitive dust down by regular wetting of work areas.</p>	During construction	Applicant/Contractor	At the end of construction	District
<p>SC-6: To minimize nuisance odors from restaurants, the lessee will require vendors to use and regularly maintain after-burners or carbon filters to reduce odorous emissions from food establishments.</p>	During operations	Applicant	Ongoing	District

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SC-7: That to minimize nuisance effects from light or glare, the contractor will use sodium vapor lights during construction, and shield and direct night lighting away from residences. The proposed project design includes cowls on light standards to control off-site spillage of night lighting and sky glow. Landscaping will be used along the project perimeter to cut down the effects of night lighting and glare from passing and parked vehicles.	During construction	Applicant/Contractor	At the end of construction	District
SC-8: As the existing site is contaminated with hazardous wastes and to determine the extent of subsurface contamination and alternatives for site remediation, the Applicant will prepare a Site Assessment and Remediation Plan to the satisfaction of the County Department of Health Services, Regional Water Quality Control Board, Air Pollution Control District, and District. Site remediation shall be required to be implemented prior to or concurrent with construction of the development.	This specific condition has been implemented and further monitoring and verification is not warranted.			
AES-1: The Wharf on San Diego Bay includes the following design features which mitigate impacts resulting from the visual intrusion of the project into a largely residential area: 1) extensive landscaping;	During project review	Applicant	During project review	District
2) solid fences and landscape buffer along edges of the project;	During project review	Applicant	During project review	District
3) below grade parking;	A surface parking lot has been constructed at the project site and no additional parking is proposed. Further monitoring and verification is not warranted.			
4) waterfront/nautical design theme; and	During project review	Applicant	During project review	District
5) an apron wharf for public access to view of the Bay.	The apron wharf has been implemented and further monitoring and verification is not warranted.			
AES-2: The Applicant will use sodium vapor light bulbs during construction and shield direct night lighting away from homes. The proposed project design includes cowls on light standards to control	Upon completion of landscaping improvements	Applicant	Prior to occupancy	District

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off-site spillage of night lighting and sky glow. Trees will be used along the project perimeter to cut down the effects of night lighting and glare from passing and parked vehicles.				
AES-3: None planned by the Applicant. The project could be redesigned to preserve some private Bay views. This would require a lower density development and positioning of buildings to allow view corridors. A lower density development with view corridors would only partially mitigate the impact to private adjacent residences.	The proposed project has been redesigned to include a single-story building that is reduced in height and no further implementation or monitoring of this measure is necessary.			
AES-4: Project implementation, however, would provide a significant increase in opportunity for the public to view the bay and San Diego skyline. Public views to the bay would be provided from the piers, the bayside promenade and bicycle path, and the proposed bayside dining and commercial establishments.	Previous development of the Ferry Landing site has included increased public views of the Bay from the piers, the bayside promenade, and existing restaurants, and no further implementation or monitoring of this measure is necessary.			
AQ-1: The Applicant will require the construction contractor to keep fugitive dust down by regular wetting of work areas.	During construction	Applicant/Contractor	At the end of construction	District
AQ-2: To reduce short-term impacts from construction activities for the project, the Applicant will require the construction contractor to control fugitive dust by regular wetting of work areas.	During construction	Applicant/Contractor	At the end of construction	District
AQ-3: To reduce natural gas and energy consumption, the Applicant will design structures for efficient energy use. Energy-saving devices will be installed as part of the proposed project.	During project review	Applicant	During project review	District
AQ-4: Design the structures for efficient energy use to reduce natural gas and electrical consumption.	During construction	Applicant	Prior to issuance of occupancy permits	District
AQ-5: Install energy saving devices such as setback thermostats, solar lighting, and solar water heaters.	During construction	Applicant	Prior to issuance of occupancy permits	District
AQ-6: The lessee will require vendors to use and regularly maintain after-burners or carbon filters to reduce odorous emissions from food establishments.	During operations	Applicant	Ongoing	District

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AQ-7: Require vendors to use and regularly maintain afterburners or carbon filters to reduce odorous emission from food establishments	During operations	Applicant	Ongoing	District
BIO-1: The Applicant will relocate or replace lost eelgrass to the sandy bottom area at the northern-most end of the site where the planned "L" dock is set from the project boundary. Alternatively, the Applicant will join in off-site transplant program, as approved by appropriate resource agencies.	No in-water work is proposed and further monitoring and verification is not warranted.			
CUL-1: Any previously unidentified historical resources discovered during project construction will be afforded full protection by the Applicant until qualified personnel can assess their importance.	During construction	Applicant/Contractor	At the end of construction	District
HAZ-1: To determine the extent of subsurface contamination and alternatives for site remediation, the Applicant will prepare a site Assessment and Remediation Report. Site remediation recommendation(s) contained in this document will be implemented.	This mitigation measure has been implemented and further monitoring and verification is not warranted.			
HAZ-2: A Site Assessment and Remediation report will be prepared to determine the extent of subsurface contamination and alternatives for site remediation. Specific tasks to be undertaken as part of the Site Assessment and Remediation analysis would include the following: a. Preparation of a thorough site history review to target additional areas of potential waste accumulation. b. Additional subsurface investigations which may include drilling, soil and groundwater sampling, geophysical exploration, and monitoring. c. Laboratory analysis of selected samples; and d. Preparation of site remediation alternatives.	This mitigation measure has been implemented and further monitoring and verification is not warranted.			
NOI-1: The Applicant will require the construction contractor to: 1) restrict normal construction activities to the hours of 7 a.m. to 7 p.m. weekdays; 2) keep construction equipment as far as possible from	During construction	Applicant/Contractor	At the end of construction	District

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sensitive receptors; and 3) provide acoustical shielding around night-operating construction equipment (10 p.m. to 7 a.m.) .				
<p>NOI-2: To reduce short-term noise impacts during the construction phase of the project, the following measures will be implemented:</p> <p>a. Normal construction activities will be restricted to weekday daylight working hours (7:00 a.m. to 7:00 p.m.). During any emergency operation at nighttime, special measures, such as using less noisy equipment (based on manufacturer's specifications and properly maintained) should be considered when possible to limit adverse noise impact on the residential areas.</p> <p>b. Construction equipment will be kept as far as possible from sensitive receptors; and</p> <p>c. Acoustic shielding (temporary walls and noise barriers) around night-operating (10:00 p.m. to 7:00 a.m.) construction equipment will be used.</p>	During construction	Applicant/Contractor	At the end of construction	District
<p>NOI-3: The Applicant will relocate the access/egress driveway as originally shown in Figure 2.3, about 50 feet to the west. A 6-foot sound wall will be built along the fenceline of the condominium's western border. An 8-foot noise wall will be constructed at the property line on the south and east side of the proposed project site.</p>	This mitigation measure has been implemented and further monitoring and verification is not warranted.			
<p>NOI-4: The lessee will arrange for a business hour (8 a.m. to 5 p.m.) pick-up of the dumpster.</p>	During operations	Applicant	Ongoing	District
<p>TRA-1: The Applicant will contribute a fair share to the cost of recommended improvements, if and when the City of Coronado decides to signalize this intersection [First Street and Orange Avenue]. The Applicant's share is expected to be based upon no more than their proportional contribution to the total traffic at the impacted intersection.</p>	This mitigation measure has been implemented and further monitoring and verification is not warranted.			

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TRA-2: The Applicant will contribute a fair share to the cost of recommended improvements, if and when CALTRANS decides to improve the junction of SR75 and 282. The Applicant's share is expected to be based upon no more than their proportional contribution to the total traffic at the impacted intersection.				
TRA-3: To insure safe access, the Applicant will install a left-turn lane on east-bound First Street. Concurrently, a right-turn lane will be installed from eastbound First Street onto southbound "A" Street. Both turn lanes will be installed within the existing street width.				
TRA-4: Ferry, water taxi, bus and shuttle service connect the project to Coronado and other points on San Diego Bay. The traffic consultant estimates a potential reduction in demand for parking of 12 to 15%. Onsite parking would still be less than the estimated demand between 6 p.m. and 9 p.m. of up to 57 spaces.				
TRA-5: To eliminate a parking shortfall, either the number of parking spaces would need to be increased, the mix of restaurant use decreased in favor of retail, or the overall density of the project decreased.				