

## San Diego Unified Port District

### CEQA and COASTAL DETERMINATIONS and NOTICE OF APPROVAL

Project: NASSCO Maintenance Dredging at Pier 12, the Dry Dock Sump and Berths IV and V  
Location(s): 2798 Harbor Drive, San Diego, CA 92113  
Parcel No.(s): 021-022  
Project No.: 2018-018  
Applicant: Sara Giobbi, General Dynamics-NASSCO, 2798 Harbor Drive, San Diego, CA 92113  
Date Approved: July 10, 2018

#### Project Description:

The proposed project involves dredging to maintain depth in multiple locations at National Steel and Shipbuilding Company (NASSCO) in San Diego, California. Currently, the facility is comprised of onshore construction equipment and support buildings, piers, shipbuilding ways, and a dry dock along the shoreline of the facility. NASSCO has proposed dredging within their leasehold, without a change in use or intensity of use on the project site.

The proposed project would dredge sediments to various design and overdredge (OD) depths. The total proposed dredge volume is 11,200 cubic yards (cy) to design depths and 22,000 cy to the proposed OD depths. The majority of the dredging (approximately 60 percent) would occur in the Approach to Berths IV/V. In total, the project would dredge no more than 22,000 cy of marine sediment to approximate depths of -34 to -37 feet mean lower low water (MLLW) at Pier 12; -55 feet MLLW at the Dry Dock Sump; -33 to -39 at the areas between Berths IV/V; and -34 feet MLLW at the approach at Berths IV/V. These depths were designed to include 2 feet of OD allowance.

During dredging activities, the project will utilize standard construction measures, such as silt curtains and barge placement; some of the decanting of water will be conducted on the scowl barge, moored within the silt curtain. The sediment will then be loaded into the adjacent paved area. Once the dredge materials are on the land side of the facility, any remaining decanted water will be moved into a Baker Tank. Once dewatered, dredged material suitable for ocean disposal will be loaded directly onto a barge and disposed of at the pre-approved location (LA-5 ODMDS). Dredged material that was not approved will be loaded directly onto trucks for upland disposal (Otay Landfill).

Construction of the proposed project is anticipated to commence in September 2018, and take approximately five months to complete. The proposed project does not require the daily transport of construction material and all construction equipment will remain onsite for the duration of the project. It is anticipated that, at the height of construction, the proposed project would generate an average of approximately two vehicle and truck trips per day, associated with the transport of construction workers. It is anticipated that minimal construction personnel would be onsite for the duration of the construction, however, upon completion there would be no change in the number of employees, customers, or visitors per day as a result of the project. Additionally, it is anticipated that approximately forty truckloads of construction debris would be hauled to the Otay Landfill for disposal. Waste haulers are not to arrive or leave NASSCO or the contractor's facility through Barrio Logan, the identified truck route is via Harbor Drive and 28th Street to freeway connections. Therefore, implementation of the proposed project would generate a minor amount of additional vehicle trips, and in turn, would not result in any significant impacts related to air quality, greenhouse gas emissions, noise, traffic or other California Environmental Quality Act (CEQA) resource areas. Any trucks that are needed to transport materials to the marine terminal, (and/or transport remnants/debris offsite to the appropriate landfill), would adhere to the existing truck route for the project

site, which prohibits trucks over five tons from traveling on many streets within the Barrio Logan community. Furthermore, the applicant would be responsible for complying with all applicable federal, state and local laws regulating hazards, and hazardous materials and stormwater. Finally, the project will require approvals from the USACE and Regional Water Quality Control Board (RWQCB). The applicant is in the process of obtaining the USACE permit, as well as the RWQCB permits.

The following categorical determinations are based on the project submittal and all project information known to the District as of the date of this determination.

### **CEQA DETERMINATION**

Based upon the above description, the project is determined to be Categorically Exempt pursuant to CEQA Guidelines Sections 15301 (Existing Facilities) and 15304 (Minor Alterations to Land) and Sections 3.a (2) and 3.d (3) of the District's *Guidelines for Compliance with CEQA* because the project includes maintenance dredging that would result in no expansion of use beyond that previously existing and would not involve the removal of mature, scenic trees. Sections 3.a (2) and 3.d (3) of the District's CEQA Guidelines is as follows:

- 3.a. Existing Facilities (SG § 15301) (Class 1): Includes operation, repair, maintenance, or minor alteration of existing public and private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:
  - (2) Periodic maintenance dredging which involves negligible or no expansion of the existing water use areas or facilities.

AND/OR

- 3.d. Minor Alterations to Land (SG § 15304) (Class 4): Includes minor alterations in the condition of land, water and/or vegetation not involving removal of mature, scenic trees, including, but not limited to:
  - (3) Minor dredging projects resulting in negligible or no change in the existing type of benthic habitat, limited to dredging depths remaining within the existing boundaries of either intertidal, shallow, or deep subtidal benthic regimes.

The Categorical Exemptions listed above are appropriate for the proposed project because the project includes maintenance dredging that would result in no expansion of use beyond that previously existing and would not involve the removal of mature, scenic trees. Additionally, the proposed project would result in negligible or no change to the existing type of benthic habitat because there is no eelgrass or essential habitat within the project boundaries. The District has determined none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2), because the location of this project would not result in an impact that would ordinarily be considered insignificant, no cumulative impacts would result from this projects, as the facilities would have substantially the same purpose and capacity, there is no reasonable possibility that the project would result in a significant impact, the project site would not result in damage to scenic resources, especially within a state scenic highway, the project site is not located on within a hazardous waste site, and the project would not result in a substantial adverse change in the significance of a historical resource.

The proposed project complies with Section 87 of the Port Act, which allows for the establishment, improvement, and conduct of a harbor, and for the construction, reconstruction, repair, maintenance, and operation of wharves, docks, piers, slips, quays, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient, for the promotion and accommodation of

commerce and navigation. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed project is consistent with the Public Trust Doctrine.

**CALIFORNIA COASTAL ACT**

**PORT MASTER PLAN**

The proposed project is located in Planning District 4, Tenth Avenue Marine Terminal, which is delineated on Precise Plan Map Figure 13 of the certified Port Master Plan. The Port Master Plan land and water use designations within the limits of the proposed project are Marine Related and Specialized Berthing. The project conforms to the certified Port Master Plan because it includes maintenance dredging consistent with the existing certified land and water use designations. The project would not change the use of the site nor would it interrupt or expand the existing conforming use of the site.

**CATEGORICAL DETERMINATION**

The above project proposes maintenance dredging that would involve no expansion of use beyond that previously existing and would not involve the removal of mature, scenic trees. This project is consistent with the existing certified land and water use designations and is Categorically Excluded under Sections 8.a (11) and 8.d (7) of the District's *Coastal Development Permit Regulations*, as follows:

8.a. Existing Facilities: The operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing.

(11) Periodic maintenance dredging which involves negligible or no enlargement of the existing facility;

AND/OR

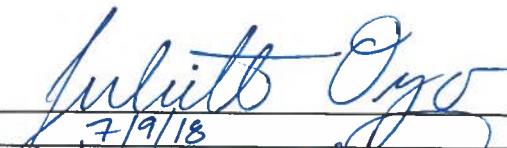
8.d. Minor Alterations to Land: Minor public or private alterations in the condition of land, water, and/or vegetation which do not involve the removal of mature, scenic trees, including but not limited to:

(7) Maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable local, state, and federal regulatory agencies.

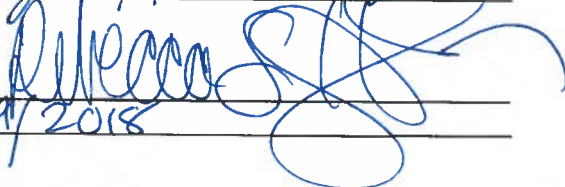
Pursuant to California Coastal Act Section 30717, there is a 10-working-day period to appeal this "Coastal Act Categorical Determination of Exclusion" to the California Coastal Commission.

RANDA CONIGLIO  
President/CEO

Determination by:  
Juliette Orozco  
Associate Planner  
Development Services – Real Estate Development

Signature:   
Date: 7/9/18

Deputy General Counsel

Signature:   
Date: 7/9/2018