



**CEQA and COASTAL DETERMINATIONS
and
NOTICE OF APPROVAL**

Project: Electrical Infrastructure Improvements at Tenth Avenue Marine Terminal - Phase III
Location: Tenth Avenue Marine Terminal, San Diego, CA 921010
Parcel No.: 020-091; 020-183; 020-025; 020-031
Project No.: 2022-051
Applicant: Yeshi Mulugeta, Capitol Project Manager, Port of San Diego, 3165 Pacific Highway, San Diego, CA 92101
Date Approved: Jun 30, 2022

PROJECT DESCRIPTION

The Phase-3 electrical infrastructure upgrades will integrate electrical servicing and charging equipment to support two electric cranes at TAMT. The Phase III work includes:

- Upgrading the aging electrical distribution system cabling;
- Removing and replacing the below-grade distribution switches with at-grade pad-mounted switches;
- Replacing existing transformers with pad-mounted transformers fitted with dead-front modular disconnect elbows;
- Installing surge protectors at upgraded transformers;
- Upgrading exposed 12.47kV (referred to as 12kV) conduit systems with rigid steel conduits; and
- Site demolition, excavation and debris removal activities; and
- Installation of up to 9 electrical charging units, electrical upgrades, and new electrical infrastructure (e.g., a transformer, switchgear, substation, and underground conduit).

More specifically, the Phase III project will include installing (6) six new manholes, one concrete pad for the 12kv transformer, remove and replace the existing duct bank. The manholes will be precast reinforced concrete with a manhole and cover rating of 125,000 pounds (125 kips). The total cubic yard of soil removed for the project will be up to approximately 3,700 cubic yards. The excavation includes the following activities:

- Trenching up to 2,500 cubic yards (estimated excavation area is 4,000 linear feet with a 3-foot width and 5-foot depth).
- Excavation for 6 new manholes at 1,000 cubic yards (estimated excavation area 8 feet wide by 8 feet long by 8 feet deep) with drainage sump, fixed galvanized or stainless-steel ladder, conduit entrance sleeve, pulling irons, and cable racking hardware.
- Crane substation excavation up to 200 cubic yards (estimated excavation area is 70 feet wide by 30 feet long by 2 feet deep).

If field testing reveals presence of hazardous soils, Contractor shall follow the procedures listed in the TAMT Burn Ash Management Plan for the Tenth Avenue Marine Terminal. If groundwater is encountered during excavation activities, Contractor shall prepare dewatering plan, furnish, install, test, operate, monitor, and maintain a dewatering system of sufficient scope, size and capacity.

Construction is expected to last 12 months.

Due to its nature and limited scope, construction of the proposed project would generate a minor amount of vehicle trips and would require limited use of equipment. Contractor shall be responsible for complying with all applicable federal, state, and local laws regarding construction demolition debris, hazards and hazardous materials, and stormwater.

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.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

In accordance with the California Environmental Quality Act (CEQA), a Final Environmental Impact Report for the Tenth Avenue Marine Terminal Redevelopment Plan and Demolition and Initial Rail Component (Final EIR) was certified by the Board of Port Commissioners (Board) on December 13, 2016 pursuant to Resolution No. 2016-199 (SCH #2015-031046, Clerk Document No. 65901). The Final EIR addressed the long-term redevelopment potential associated with the TAMT Redevelopment Plan, as well as the project-level improvements associated with the Demolition and Initial Rail Component.

Since adoption and certification of the Final EIR, Electrical Infrastructure Improvement Plans for the marine terminal have been developed that indirectly support implementation of mitigation measures MM-AQ-1, MM-AQ-3, MM-AQ-8, MM-AQ9, MM-GHG-1, MM-GHG-2, MM-GHG-4 and MM-GHG-8. The Phase III project directly supports implementation of MM-AQ-6 and MM-GHG-3. The proposed project has been evaluated and found to be within the scope of the Final EIR. The proposed project supports the existing allowed land uses (Marine Terminal, Marine Related Industrial), will not change the planned density or intensity of building development, is within the geographic boundaries of the Final EIR analysis and implements infrastructure upgrades in support and fulfillment of the mitigation measures listed above.

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 CONSISTENCY

The project is 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 use designations within the limits of the proposed project are Marine Related Industrial and Marine Terminal. The project conforms to the certified Port Master Plan because it involves the implementation of adopted mitigation measures through the upgrade and installation of electrical infrastructure upgrades to integrate electrical servicing and charging equipment to support terminal operations and two electric cranes at TAMT. The project would not change the uses of the site nor would it interrupt or expand the existing conforming uses of the site.

CATEGORICAL DETERMINATION

The project involves the implementation and installation of electrical infrastructure upgrades to integrate electrical servicing and charging equipment to support two electric cranes at TAMT, and indirectly support implementation of mitigation measures MM-AQ-1, MM-AQ-3, MM-AQ-8, MM-AQ9, MM-GHG-1, MM-GHG-2, MM-GHG-4 and MM-GHG-8. The Phase III project directly supports implementation of MM-AQ-6 and MM-GHG-3. This proposed project is consistent with the existing certified land use designations and is Categorically Excluded under the California Coastal Act because it involves the upgrade and installation of electrical infrastructure in support of the TAMT Redevelopment Plan implementation consistent with the Final EIR. The electrical infrastructure upgrades would result in a limited number of small, new facilities and equipment that would provide electricity onsite involving negligible change of the existing use of the property. This project is consistent with the existing certified land use designations and is Categorically Excluded under Sections 8.a. (1), (2), (4), and (12); 8.b. (1)

and/or 8.c. (2) 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, including but not limited to:

- (1) Interior or exterior alterations involving such things as partitions, plumbing, and electrical conveyances;
- (2) Public and private utilities used to provide electric power, natural gas, sewer, or other utility services;
- (4) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health, safety, District policy, or as required by contractual conditions;
- (12) Interior and exterior remodeling of airport facilities, marine terminal facilities, existing marine oriented industrial structures, and commercial or recreational facilities;

AND/OR

8.b. Replacement or Reconstruction: Replacement or reconstruction of existing structures and facilities where the new structure will be located essentially on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

- (1) Replacement of a commercial structure with a new structure of substantially the same size, purpose and capacity;

AND/OR

8.c. New Construction or Conversion of Small Structures: Construction and location of limited numbers of new, small facilities or structures and installation of small, new equipment and facilities, involving negligible or no change of existing use of the property, including but not limited to:

- (2) Water main, sewer, electrical, gas, or other utility extensions of reasonable length to serve such construction.

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.

CALIFORNIA PUBLIC TRUST DOCTRINE

The proposed project complies with Section 87.(a)(1) 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.

JOE STUYVESANT
President/CEO

Determination by:
Peter Eichar, AICP
Senior Planner
Planning

Signature: Peter Eichar
Date: Jun 30, 2022

Deputy/Assistant General Counsel

Signature: Rebecca Harrington
Date: Jun 30, 2022


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