



CEQA and COASTAL DETERMINATIONS and Notice of Approval

Project: Marine Group Boat Works- Rooftop Solar, Parking Lot, and Fence Reconfiguration
Location: 997 G Street, Chula Vista, CA 91910
Parcel No.: 3307-B (9.6 acres, 8.24 water acres)
Project No.: 2023-169
Applicant: Todd Roberts, President, Marine Group Boat Works, LLC. (997 G Street, Chula Vista, CA 91910, (619) 427-6767).
Date Approved: 5/3/2024

PROJECT DESCRIPTION

The proposed project is for the existing shipyard and boat repair facility Marine Group Boat Works, LLC located at 997 G Street, Chula Vista, California 91910, to support sustainability initiatives of clean energy and water, with the incorporation of rooftop solar panels, and a stormwater biofiltration system for the proposed ADA compliant parking lot reconfiguration. The project element includes new rooftop solar panels, associated electrical upgrades, reconfiguration of the existing parking lot, replacement of the existing perimeter fence, relocation of the automated access gates, and the removal of 15 perimeter eucalyptus trees, along with associated landscaping to effectively adjoin the adjacent Chula Vista Bay Front bike path/G Street realignment project. The tenant leasehold boundaries are not expanding, nor is there any expansion of use associated with the proposed project. The project elements are generally described below:

Rooftop Solar:

Description: The installation of 889 (535W) photovoltaic modules to be located flesh on the rooftops of the three existing building onsite (Main Office, Weld Building, and Fabrication building). Based on the results of required structural calculations, the existing buildings may require structural retrofitting and reroofing.

Construction: Construction is anticipated to commence approximately January of 2025 and would last four to six weeks from approximately 7:00 AM to 3:00 PM. The proposed project will utilize the existing shipyard crane to assist with the installation of the rooftop solar panels. Staging areas will be established within the work area of the shipyard. Estimated daily construction crew size of 15. It is estimated for three total truck trips to deliver the 889 solar panels. All carboard and associated packaging material will be disposed of in the proper recycling facility. Construction crews will carpool and park onsite.

Associated Electrical Upgrades:

Description: Relocation and replacement of the existing SDG&E electrical meter and transformer from the center of the shipyard to outside the proposed new security perimeter steel fence in an above ground box with a concrete pad, adjacent to Gate 2, along G Street, within the existing tenant leasehold boundary in compliance with SDG&E requirements. Replacement of four new shore power maritime transformer boxes on the northwest side of the shipyard. Approximately 1,600 linear feet of three foot wide trenching inside the existing shipyard for the installation of new underground electrical conduits, to support the installation of the proposed rooftop solar panels. The installation of required external electrical fire shut off switches for all three buildings. The installation of all new electrical meters, switchboards, transformers and associated electrical equipment.

Construction: Construction is anticipated to commence approximately January of 2025 and would last four to six weeks from approximately 7:00 AM to 3:00 PM. The proposed project will utilize the proper excavation equipment. Work areas will be phased to allow shipyard operations to continue. All associated construction BMP's will be in place prior to any trenching. Staging areas will be adjacent to the trench work or electrical upgrade areas within the existing shipyard. All excavated material will be used to backfill after conduit installation. Potholing of conduits will be utilized where necessary. Estimated daily construction crew size of 15. Construction crews will carpool and park onsite.

Parking Lot Reconfiguration:

Description: The existing 41,784 square foot parking lot consists of a total of 93 parking spaces, which includes four ADA spaces. The proposed parking lot reconfiguration increases the parking lot size by 5,900 square feet within the existing leasehold area, with the addition of 22 additional off-street parking. The new parking lot configuration will feature a total of 115 parking spaces, with four of those spaces as ADA spaces,

and one of the parking spaces designed for a van ADA space. Furthermore, 11 of the parking spaces have EV charging stations. The new parking lot configuration will allow for the new driveway access changes, with the removal of gate 1, and the implementation of 90 degree parking with two-way drive aisle access throughout. The new asphalt will have a minimum of six inches of depth and require four cubic yards of cut, 69 cubic yards of fill (65 cubic yards of import). The project requires a District approved SWPPP for the increase of impervious surfaces. The installation of a stormwater modular wetland biofiltration system is a required component of this parking lot reconfiguration.

Construction: Construction is anticipated to commence approximately June of 2024 and would last three to four months from approximately 7:00 AM to 3:00 PM. The proposed project will utilize the proper tools and equipment for grading, compaction and installation of asphalt. 20 total truck trips are estimated for this element of the project. Parking lot work will be phased to allow shipyard operations to continue. All associated construction BMP's will be in place prior to work. Staging areas will be within the shipyard or parking lot. Estimated daily construction crew size of 15. Construction crews will carpool and park onsite.

Tree & Landscape Removal:

Description: 5,900 square feet of existing pervious landscaping will be removed to adjoin the separate G Street realignment project, that is associated with the Chula Vista Bayfront redevelopment. The project includes the removal of 15 mature Eucalyptus trees. Includes the removal of an existing ground mounted metal sign, along with the removal of the associated irrigation and electrical lines.

Construction: Construction is anticipated to commence approximately June of 2024 and would last three to four months from approximately 7:00 AM to 3:00 PM. The equipment includes a woodchipper and chainsaws. Equipment will be parked along the street, not to impede the existing Bayshore bike path. Estimated daily construction crew size of 15. Construction crews will carpool and park onsite.

The following project features shall apply:

1. One week prior to any tree removal between the breeding and bird nesting calendar dates of February 15th and September 1st, Development Services with the Port of San Diego shall receive, review and subsequently approve a nesting bird survey prepared by a qualified biologist or ornithologist. The survey shall include the trees to be removed and indicate any breeding behavior and/or nests. If an active nest is located, all work within 500 feet of the nest shall be postponed until such nest is vacated and the juveniles have fledged and when there is no attempt of a second nesting.

Security Perimeter Fence:

Description: The proposed 1,200 foot long perimeter security fence will run along the southern tenant boundary line, except where required above ground utilities are located. It is estimated 400 cubic yards of trenching will be required to install the concrete footings.

Construction: Construction is anticipated to commence approximately January of 2025 and would last four to six weeks from approximately 7:00 AM to 3:00 PM. 15 total truck trips are estimated for the installation of the cement footings. 10 total trucks are estimated for the delivery of the fence materials. The onsite parking lot area will be utilized for the staging of the fence material. All associated construction BMP's will be in place prior to work. Estimated daily construction crew size of 15. Construction crews will carpool and park onsite.

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. Therefore, impacts related to air quality, greenhouse gas emissions, and transportation and traffic are not anticipated to occur. Furthermore, the Applicant and Tenant would 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)

CATEGORICAL DETERMINATION

Categorical Exemptions: SG §15301, Class 1/Section 3.a: Existing Facilities and SG §15303, Class 3/Section 3.c: New Construction or Conversion of Small Structures:

- 3.a. Existing Facilities (SG § 15301) (Class 1): Includes 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:
- (3) Interior and exterior remodeling or alterations, involving negligible or no expansion of use beyond that previously existing, including, but not limited to, marine terminal facilities, and marine-oriented commercial, industrial, and public and commercial recreational facilities, including buildings, piers, wharves, marine ways; railroads; airport facilities, runways, taxiways, aprons, and ancillary structures to those facilities; or mechanical systems and equipment.

AND/OR

- 3.c. New Construction or Conversion of Small Structures (SG § 15303) (Class 3): Includes construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and conversion of existing small structures from one use to another with minor modifications to the exterior of the structure. Examples of this exemption include:
- (2) Accessory (appurtenant) structures and mechanical equipment including, but not limited to, garages, sheds, railway spur tracks, pilings, temporary trailers, industrial equipment enclosures, fences, parking, on-site roadways, walkways and health and safety devices.

The proposed project is determined to be Categorical Exempt pursuant to the CEQA Guidelines and the Section of the District's *Guidelines for Compliance with CEQA* as identified above. This is appropriate for the proposed project because it would result in the sustainability improvements as described above. Furthermore, none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

Pursuant to CEQA Guidelines Section 15062, a 35-day statute of limitations for this CEQA exemption shall apply from the date a Notice of Exemption is posted with the San Diego County Clerk, or a 180-day statute of limitations for this CEQA exemption shall apply if no Notice of Exemption is filed.

CALIFORNIA COASTAL ACT
PORT MASTER PLAN CONSISTENCY

Planning District: 7 – Chula Vista Bayfront (Precise Plan Figure 19)
Land/ Water Use Designations: Commercial Recreation/ Recreational Boat Berthing/Park Plaza

Page 102 of the PMP states that the existing boatyard use may continue to operate until the site is redeveloped. The proposed project is not an expansion of the existing use of a boat repair and shipyard facility. The proposed project supports sustainability efforts, with the installation of 889 rooftop solar panels, and a new modular wetland biofiltration system. The existing use is a critical option for all watercrafts less than 220 feet in length, 54 feet in width and 665 tons in weight in the region, by providing a shipyard capable of boat construction, repair work and maintenance. Furthermore, the use provides support for the mandated regularly scheduled United States Coast Guard drydock examinations required for all government, commercial and passenger inspected vessels, which in return correlates with the certified land/water use designation.

CATEGORICAL DETERMINATION

Categorical Exclusions: Section 8.a: Existing Facilities and Section 8.c: New Construction or Conversion of Small Structures:

- 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;

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) Accessory structures, including, but not limited to: on-premise signs, small parking lots, fences, walkways, swimming pools, miscellaneous work buildings, temporary trailers, small accessory piers, minor mooring facilities, buoys, floats, pilings, or similar structures; and seasonal or temporary use items such as lifeguard towers, mobile food units, portable restrooms, or similar structures;

The proposed project is determined to be Categorical Excluded pursuant to the Sections of the District's *Coastal Development Permit Regulations* as identified above. These are appropriate for the proposed project because the improvements are small in nature and support sustainable initiatives for the existing site.

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), (2), and (4) of the Port Act, which allows for the (1) 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; (2) for all commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of commercial and industrial buildings, plants, and facilities; for the construction, reconstruction, repair, and maintenance of highways, streets, roadways, bridges, belt line railroads, parking facilities, power, telephone, telegraph or cable lines or landings, water and gas pipelines, and all other transportation and utility facilities or betterments incidental, necessary, or convenient for the promotion and accommodation of any of the uses set forth in this section.

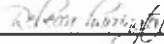
The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed project is consistent with the Public Trust Doctrine.

RANDA CONIGLIO
Acting President/CEO

Determination by:
Kevin Parker, AICP
Senior Planner
Development Services

Signature: 
Date: 05/03/2024

Deputy/Assistant General Counsel

Signature: 
Date: 05/03/2024