



San Diego Unified Port District
P.O. Box 120488
San Diego, California 92112-0488

NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE: BAE SYSTEMS WATERFRONT IMPROVEMENT PROJECT (UPD #EIR-2018-197)

APPLICANT: BAE Systems San Diego Ship Repair Inc.

LOCATION: 2205 East Belt Street, City of San Diego, in San Diego County, California

REFERENCE: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375

The San Diego Unified Port District (District) will be the Lead Agency in preparing an Environmental Impact Report (EIR) for the project identified above (proposed project or project). The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR. For certain agencies, this may be germane to statutory responsibilities in connection with the proposed project. An agency may need to use the proposed project's EIR when considering its permit or other approval for the project. The project description, location, and possible environmental effects of the proposed project are contained in the attached materials.

Due to the time limits mandated by state law, your comments must be sent at the earliest possible date but no later than 30 days after issuance of this notice. **Comments regarding environmental concerns will be accepted until 5:00 p.m. on Monday, April 8, 2019**, and should be mailed to: San Diego Unified Port District, Development Services Department, Attn: Joseph Smith, Department Manager, P.O. Box 120488, San Diego, CA 92112-0488 or emailed to: jdsmith@portofsandiego.org.

A public scoping meeting regarding the proposed EIR will be held on Monday, March 25, 2019 at 5:00 p.m. at the San Diego Unified Port District Administration Building, Training Room, 3165 Pacific Highway, San Diego, CA 92101.

For questions on this Notice of Preparation, please contact Joseph Smith, Department Manager, at (619) 686-6597.

Signature: _____

Wileen C. Manaois

Wileen C. Manaois
Director, Development Services

Date: _____

March 5, 2019

Issuance Date: March 7, 2019



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NOTICE OF PREPARATION
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DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
BAE SYSTEMS WATERFRONT IMPROVEMENT PROJECT
(UPD #EIR-2018-197)

Publication of this Notice of Preparation (NOP) initiates the San Diego Unified Port District's (District's) compliance with the California Environmental Quality Act (CEQA) for the BAE Systems Waterfront Improvement Project (proposed project or project). The NOP is the first step in the Environmental Impact Report (EIR) process. It describes the proposed project and is distributed to responsible agencies, trustee agencies, cooperating federal agencies, and the general public. As stated in State CEQA Guidelines Section 15375, the purpose of the NOP is "to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR." The District is the CEQA lead agency and the Project Applicant/Proponent is BAE Systems San Diego Ship Repair Inc. (BAE Systems or Applicant).

Project Location

The project site is located in San Diego, California, at the BAE Systems San Diego Ship Repair Yard at 2205 E. Belt Street, within Planning Subarea 43 (Belt Street Industrial) of Planning District 4 (Tenth Avenue Marine Terminal) of the certified Port Master Plan. Existing facilities at the project site include three working piers, five wet berths, and two floating drydocks, all of which are used to modernize, repair, and overhaul marine vessels. The site is bounded by East Belt Street and marine-related industrial uses to the north and east, R.E. Staite Engineering to the northwest, NASSCO/General Dynamics ship building facility to the southeast and south, and San Diego Bay to the west. Per the Port Master Plan, the area surrounding the project site is developed entirely with marine-related industrial businesses, while the waterside portion of the site is surrounded entirely by specialized berthing water uses.

Major regional circulation facilities in the area include State Route (SR-) 75, also known as the San Diego-Coronado Bay Bridge, approximately 0.25 mile to the northwest, and Interstate (I-) 5, approximately 0.5 mile to the northeast. Figure 1 provides a regional map of the proposed project's location. Figure 2 provides an aerial view of the proposed project site.

Project Description

BAE Systems is a ship repair company in the San Diego area, primarily serving non-nuclear Navy vessels, as well as commercial customers. The purpose of the proposed project is to maintain and improve existing facilities at the BAE Systems San Diego Ship Repair Yard for the berthing needs of current and future U.S. Naval assets and other customers. As part of the U.S. Navy's "Pivot West" strategy, it is anticipated that more Navy vessels will be home-ported in San Diego. As a result, BAE Systems requires the ability to flexibly locate various ships within the existing facility as well as to ensure safe and efficient facility utilization for the moorage of vessels, including during extreme weather conditions. However, no new berthing space would be provided with the proposed project and no increase in the number of vessels serviced would result.

The proposed project would replace aging structures, improve existing infrastructure, increase space utilization, and increase efficiency of operations at the ship repair yard. While these improvements would allow for newer and different classes of vessels to be moored and repaired on site, the proposed improvements are not expected to increase the number of vessels serviced as no new berthing space would be provided and the mooring of new, larger vessels would reduce the number of other vessels that could be concurrently moored at the ship repair yard. The proposed project includes 15 distinct project elements designed to improve efficiency and functionality of the existing BAE Systems San Diego Ship Repair Yard. A summary of the proposed activities associated with each project element is provided in Table NOP-1. Figure 3 provides an overall site plan identifying the location of each project element by number and Figures 4 through 11 provide representative photos of the various project elements.

Table NOP-1. Proposed Project Elements

#	Title	Description
1	Pride of San Diego Drydock Dredging and Moorage Replacement	This project element proposes to shift the Pride of San Diego drydock west by approximately 100 feet and replace two existing 15 by 30-foot mooring dolphins (which would include removing twenty-six 18-inch square concrete piles and 85 cubic yards [cy] of concrete caps, installation of thirty-eight 24-inch octagonal precast concrete piles and 900 square feet of surface area). The drydock sump would be relocated, which would require dredging to -70 feet of overdepth and transportation of 24 scows offsite.
2	Pride of San Diego Drydock Wharf Replacement and Realignment	Upon completion of Project Element 1, wharf and ramp modifications would be needed. This project element proposes to extend the Pride of San Diego wharf to provide a material handling area. This element would include demolition of approximately 5,540 square feet of the existing wharf and twenty 18-inch piles, and installation of 12,500 square feet of cast-in-place decking on 73 octagonal piles and 6 concrete precast piles to extend the wharf structure to the northeast. An apron and a new pedestrian access ramp would be installed to minimize in-water structures required to access and support the drydock. The replacement structure would be incorporated into the existing Pride of San Diego wharf ramp; however, if the geotechnical evaluation determines this to be technically infeasible, the existing structure would be demolished and a complete replacement would be constructed (this worst case scenario is assumed for analysis purposes).
3	Fender Repair and Replacement	Fenders are occasionally damaged when impacted by vessels and need to be replaced to provide safe vessel moorage. This project element proposes to remove and replace 503 existing (14-inch by 89-foot) steel H-pile fenders, and install an additional 122 new steel H-pile fenders for a total of 625 fenders. Due to the occasional damage to fenders the project assumed that approximately 39 steel H-pile fenders would be replaced per year.
4	Pier 3 South Nearshore Dredging	This project element proposes to dredge approximately 15,000 cubic yards from the toes of the dredge sump to allow for the safe passage of tug boats while maneuvering large ships. The dredged materials would be placed directly onto dredge scows and disposed off tidelands at an upland disposal site.
5	Pier 3 Mooring Dolphin	This project element proposes the installation of one 16- by 20-foot, 3-foot thick mooring dolphin 970 feet offshore (west) of the U.S. Bulkhead Line. The dolphin would provide a fixed mooring structure to secure the bow of large vessels and would require the installation of eight 24-inch concrete octagonal piles, two 150-ton double bitts, and 16 steel H-pile fenders, 12 cylindrical fenders, whalers, and chocks around the perimeter of the proposed mooring dolphin. This project element is necessary to ensure safe vessel moorage, especially during extreme storm surge or other climatic conditions (e.g., wind and tide).

Table NOP-1. Proposed Project Elements

#	Title	Description
6	Pier 3 North Lunchroom Wharf Replacement and Realignment	This project element proposes demolition of the existing overwater 1,150-square-foot restroom structure, as well as removing the existing 2,915-square-foot wood decking, 595 square feet of metal material, and twenty-seven 12-inch concrete pilings and one HP-pile. This project element proposes to install forty-eight 24-inch octagonal pre-cast concrete pilings; and 8,800 square feet of cast-in-place decking.
7	Quay Wall Modifications	This project element proposes to dredge 300 cy of rock and 500 cy of sediment in the immediate vicinity of the submerged sheet pile structure, and installation of up to 50 linear feet of submerged sheet pile structure.
8	Port Security Barrier Replacement	A Port Security Barrier (PSB) is maintained around the existing shipyard facility as required by the U.S. Navy for vessels located within the BAE Systems San Diego Ship Repair Yard. The U.S. Navy has instituted new, stricter requirements for the PSB system, resulting in the need for BAE Systems to replace the existing PSB with a new design. This project element proposes the removal of the existing PSB consisting of a 3,500-linear-foot floating boom and replacing it with a new 3,500-foot hard barrier. The project element would also replace the weighted anchors that hold the existing PSB system in place (consisting of 30 anchors and 60 sinker weights).
9	Small Boat Mooring Float Replacement	This project element is to address enhanced site security requirements instituted by the U.S. Navy that requires BAE Systems to maintain on-water security, including a security patrol vessel. This project element would involve the replacement of the existing 320-square-foot (160 square feet for each float) aged timber moorage float system with two 200-square-foot concrete floats. The new floats would include one 45-foot-long aluminum gangway, low voltage electrical service, and potable water. This project element also proposes to replace four piles supporting the float.
10	Central Tool Room Demolition and Reconstruction	This project element includes the demolition of the existing 2,000-square-foot central tool room and the construction of a new 21,900-square-foot, 3-story tool room on the wharf (part of Project Element 6). This project element also includes replacing the existing Pier 3 restroom facilities.
11	New Production Building	This project element proposes to demolish the existing 17,675-square-foot production building and construct a new 3-story, 48,379-square-foot (16,475-square-foot building footprint) production building to increase the efficiency of material assembly. An overhead bridge crane would be installed within the first floor of the new building.
12	Administration Office Building	This project element includes removal of four existing trailers and construction of a new permanent 3-story modular administrative office space with approximately 46,000 square feet of work space, a building footprint of 16,000 square feet, and a height of up to 55 feet. The first floor would contain production spaces, a tool room, and restroom. The second and third floors would contain office space and a second-floor break room.
13	Pier 1 Restroom Renovation and/or Demolition	The restroom facility would be reconfigured to increase the number of fixtures and upgraded to provide water efficient fixtures, LED lighting, and other features to increase utility and efficiency. However, upon completion of Project Element 12 (Administration Office Building), the Pier 1 restroom may be demolished.
14	Main Electrical Utility Service Update	This project element proposes to relocate the existing San Diego Gas & Electric (SDG&E) main in Building 13 to Building 65 alongside East Belt Street and to replace and upgrade electrical distribution equipment. This project element would increase overall site safety by allowing SDG&E

Table NOP-1. Proposed Project Elements

#	Title	Description
		technicians access to critical electrical components outside the secure property perimeter.
15	Sanitary Sewer and Potable Water Utilities Services	The existing sanitary sewer and potable water service feeds were installed in 1983. This project element proposes to replace the sanitary and potable water feeds to better accommodate the existing hotel service requirements of modern naval and commercial vessels.

The majority of the proposed work would take place within the District's jurisdiction (i.e., Project Elements 2, 3, 4, and 6, 7, and 9–15). Three project elements are located either partially (Project Elements 1 and 8) or entirely (Project Element 5) within State Lands Commission (SLC) jurisdiction and are outside of the District's jurisdiction. BAE Systems will apply directly to SLC and the California Coastal Commission (CCC) for authorization and entitlements for Project Elements 1, 5, and 8; however, this Initial Study and corresponding Draft Environmental Impact Report (EIR) will analyze the entire proposed project as required by the California Environmental Quality Act (CEQA).

Project Construction

Construction of the various project elements is anticipated to begin in February 2020 with Project Element 3 (Fender System Repair and Replacement) and Project Element 4 (Pier 3 South Nearshore Dredging) and last through December 2024. Construction of each project element would not be performed sequentially as numbered on Figure 3, and construction of several elements may occur concurrently. Construction activities would occur between 7 a.m. and 7 p.m. in compliance with the City of San Diego Noise Ordinance (Municipal Code Section 59.5.0404).¹ However, dredging operations would occur 24 hours a day, 7 days per week for the duration of dredging activities. Table NOP-2 lists the project elements in chronological order and provides the anticipated timing, duration, and construction crew size of each project element.

Table NOP-2. Proposed Construction Schedule

#	Project Element	Schedule	Duration (months)	Crew Size
3 ^a	Fender System Repair and Replacement (continuous)	February 2020–October 2020	9.00	6
4	Pier 3 South Nearshore Dredging	February 2020–April 2020	2.25	10
5	Pier 3 Mooring Dolphin	March 2020–April 2020	1.50	5
9	Small Boat Mooring Float Replacement	July 2020–August 2020	1.00	5
7	Quay Wall Modifications	October 2020–November 2020	1.00	10
14	Electric Utility Service Update	January 2021–April 2021	3.50	5
8	Post Security Barrier Replacement	February 2021–April 2021	2.00	6
6	Pier 3 Lunchroom Wharf Replacement and Realignment	July 2021–October 2021	3.50	7

¹ When the District has not adopted its own code or regulation on a specific topic, it defers to the corresponding member city's codes and regulations for the same.

Table NOP-2. Proposed Construction Schedule

#	Project Element	Schedule	Duration (months)	Crew Size
1	Pride of San Diego Drydock Dredging and Moorage	February 2022–May 2022	3.25	12
2	Pride of San Diego Drydock Wharf Replacement and Realignment	February 2022–May 2022	4.00	13
15	Sanitary Sewer and Potable Water Utility Services	July 2022–September 2022	3.00	3
11	New Production Building	October 2022–July 2023	9.25	16
12	Administration Office Building	August 2023–May 2024	9.50	16
13	Pier 1 Restroom Renovation and/or Demolition	March 2024–April 2024	1.00	10
10	Central Tool Room Demolition and Reconstruction	June 2024–December 2024	7.00	13

Note: The project construction schedule has been structured to minimize in-water work during the California Least Tern nesting/foraging season, where feasible.

^a Fender system repairs and new installation to be conducted at various berths and quay walls depending on BAE Pier availability. Schedule for this project element reflects the duration if all berths were replaced/installed continuously.

Project Operations

Several of the proposed project elements are infrastructure maintenance and modernization improvements and would not change the existing operations at the project site. However, Project Element 1 (Pride of San Diego Drydock Dredging and Moorage), as well as Project Element 4 (Pier 3 South Nearshore Dredging) and Project Element 5 (Pier 3 Mooring Dolphin), would allow BAE Systems to improve operational efficiency. However, as stated above, the proposed improvements are not expected to increase the number of vessels serviced as no new berthing space would be provided and the mooring of new, larger vessels would reduce the number of other vessels that could be concurrently moored at the ship repair yard. The Pier 3 improvements would allow for servicing of newer and different classes of vessels, which would represent a change from existing conditions. Therefore, the analysis contained within the Draft EIR will evaluate how any changes to operations, including the result of more efficient systems, will affect the environment.

Environmental Considerations

The Draft EIR will address the following potential project-related and cumulative environmental effects of the proposed project, including: Air Quality, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Transportation/Traffic, and Utilities and Service Systems. The Draft EIR will also address other potential impacts identified during the NOP process, identify feasible mitigation measures and a reasonable range of alternatives, and include the other additional mandatory sections required by CEQA. A proposed Mitigation Monitoring and Reporting Program (MMRP) to address the potentially significant adverse impacts of the proposed project will also be presented to the Board of Port Commissioners for its consideration. The Initial Study/Environmental Checklist is attached.

Comments

This NOP is available for a 30-day public review period that starts on Thursday March 7, and ends at 5:00 p.m. on Monday, April 8, 2019. Comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District
Development Services Department
Attn: Joseph Smith, Department Manager
P.O. Box 120488
San Diego, CA 92112 0488

Or emailed to: jdsmith@portofsandiego.org

Public Scoping Meeting

A public scoping meeting to solicit comments on the scope and content of the EIR for the proposed project will be held on Monday, March 25, 2019, from 5:00 p.m. to 7:00 p.m. at the San Diego Unified Port District Administration Building, Training Room, 3165 Pacific Highway, San Diego, CA 92101.

The District, as Lead Agency pursuant to CEQA, will review the public comments received during the scoping period to determine what issues should be addressed in the EIR. Other opportunities for the public to comment on the potential environmental effects of the proposed project are as follows:

- A minimum 45-day public review and comment period for the Draft EIR;
- A public hearing for the Board of Port Commissioners to consider certification of the Draft EIR.

For questions regarding this NOP, please contact Joseph Smith, Department Manager, at (619) 686-6597.

Attachments

Figure 1: Regional Map

Figure 2: Project Vicinity

Figure 3: Project Elements

Figure 4: Project Element 1 Representative Photos

Figure 5: Project Elements 2 and 5 Representative Photos

Figure 6: Project Elements 6 and 7 Representative Photos

Figure 7: Project Element 8 Representative Photos

Figure 8: Project Elements 9 and 10 Representative Photos

Figure 9: Project Element 11 Representative Photos

Figure 10: Project Elements 12 and 13 Representative Photos

Figure 11: Existing and Proposed Vessel Arrangement Pier Layout

Initial Study/Environmental Checklist



Figure 1
Project Location
BAE Systems Waterfront Improvement Project

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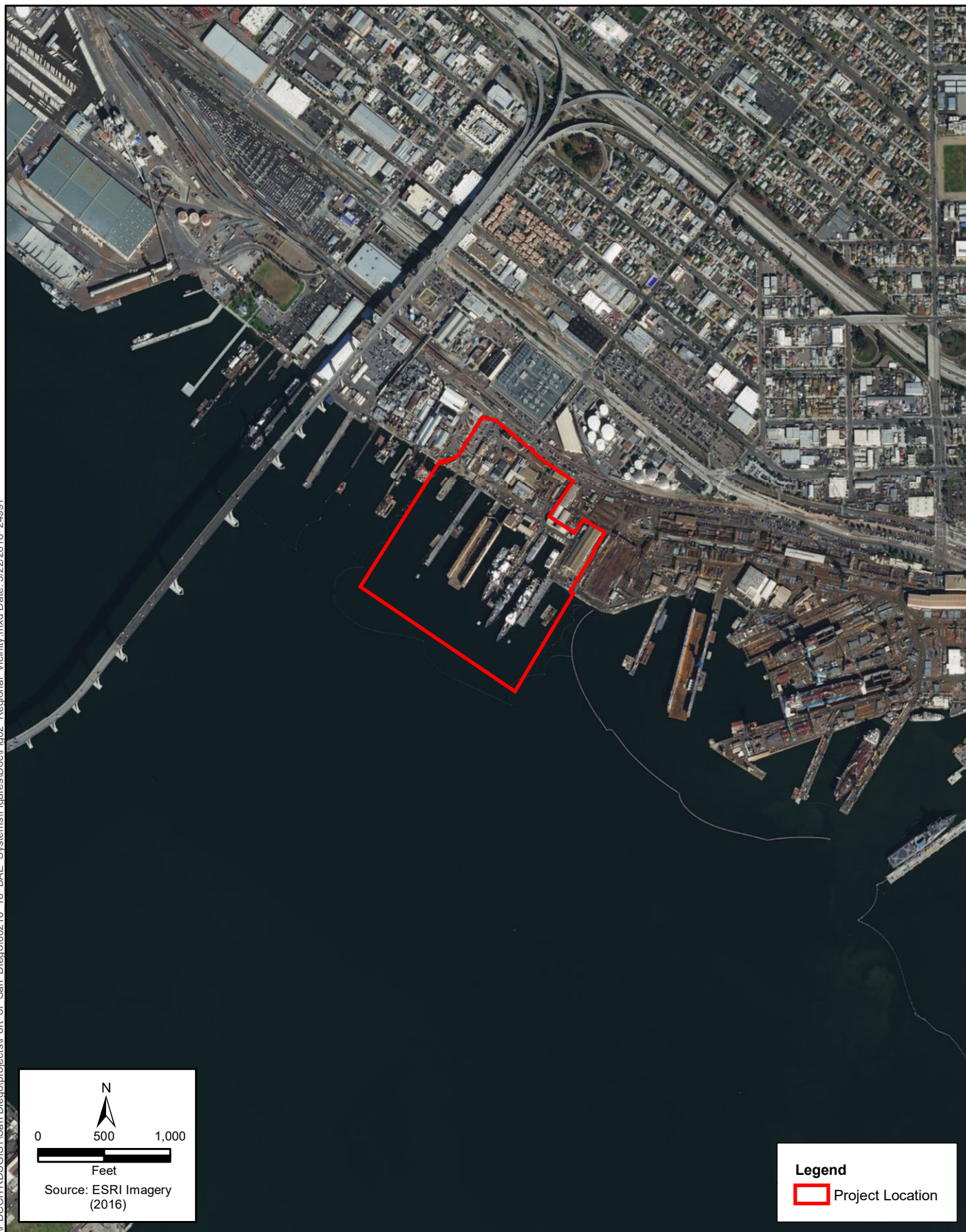


Figure 2
Project Vicinity
BAE Systems Waterfront Improvement Project



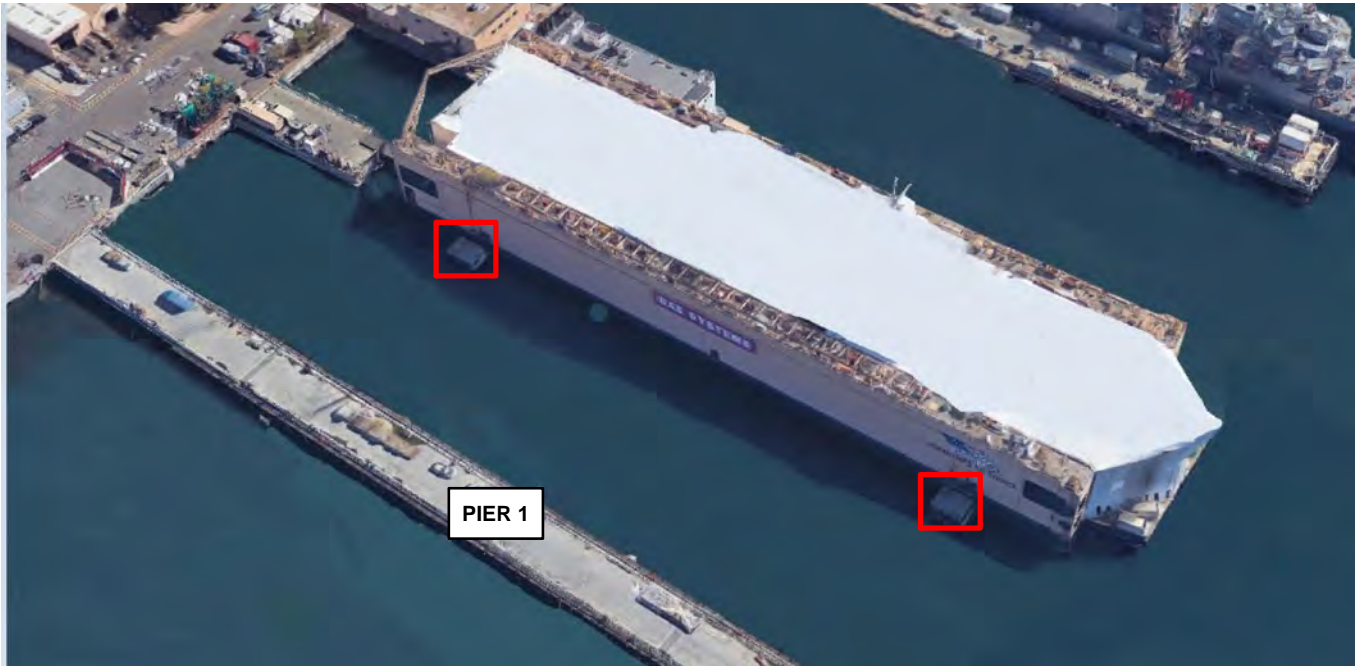
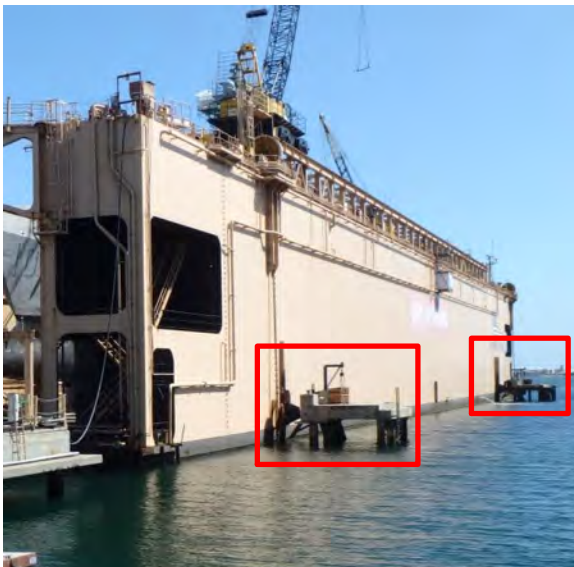


Photo of existing Pride of San Diego mooring dolphins to be demolished in-way-of new Pride of San Diego mooring dolphin construction.



Existing Pride of San Diego dolphins to be demolished for new dolphin construction



Existing Pride of San Diego dolphin to be demolished for new dolphin construction



Figure 4
Project Element 1: Pride of San Diego Dry Dock Dredging / Mooring
BAE Systems Waterfront Improvement Project

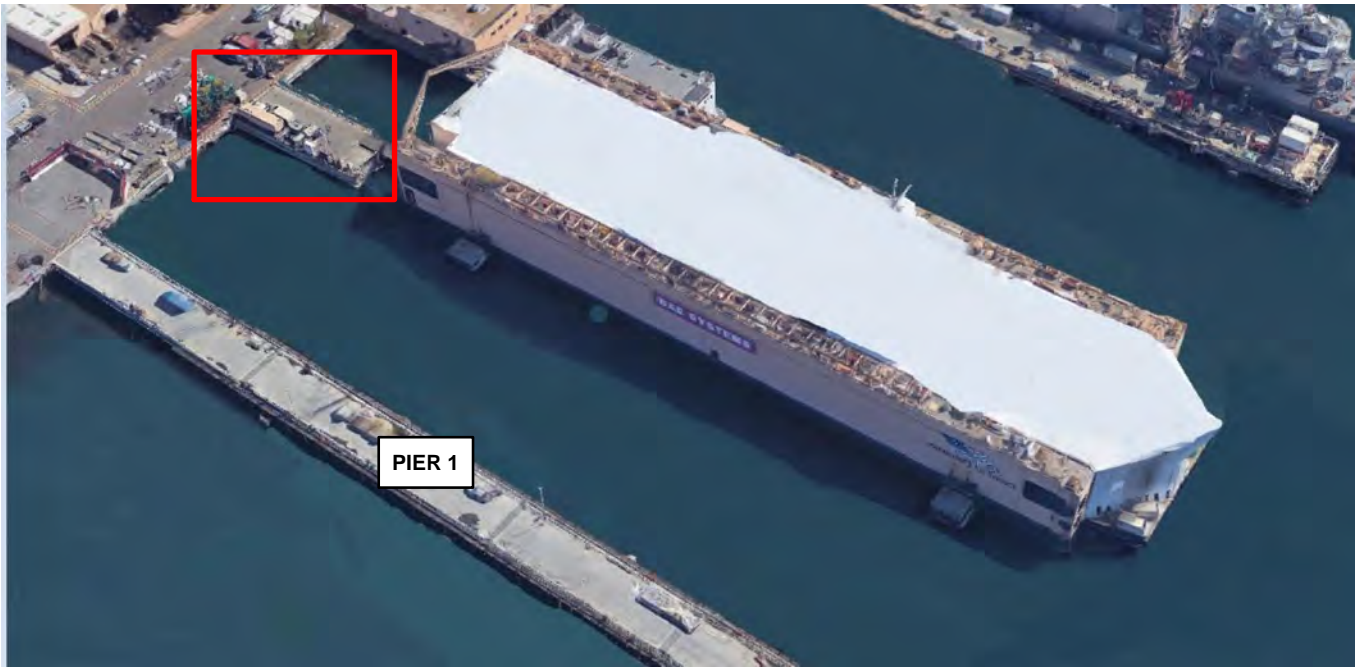
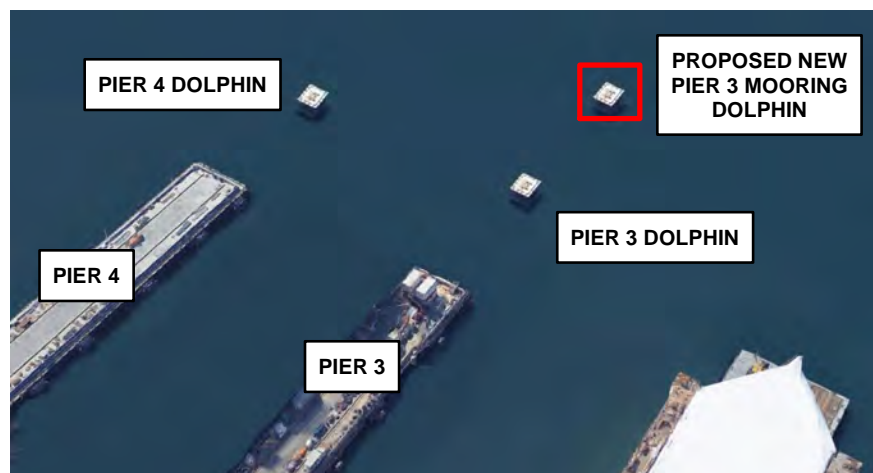


Photo of existing Pride of San Diego ramp wharf to be demolished in-way-of new extended wharf structure.



Approximate location of new pier 3 mooring dolphin



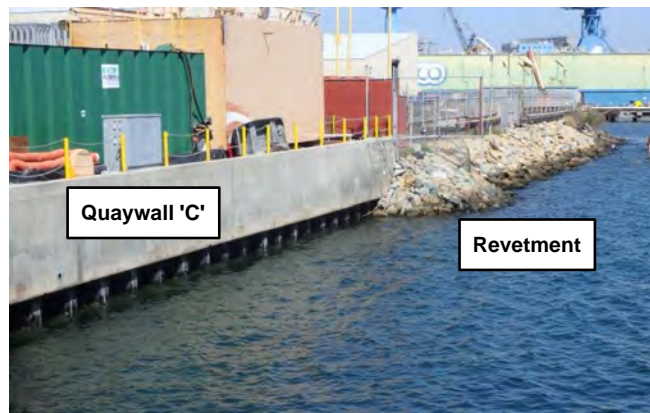
Existing pier 3 mooring dolphin; proposed new dolphin would consist of same design



Figure 5
Project Element 2: Pride of San Diego Wharf Replacement / Realignment and
Project Element 5: Pier 3 Mooring Dolphin
BAE Systems Waterfront Improvement Project



Pier 3 break area and outline of proposed wharf structure



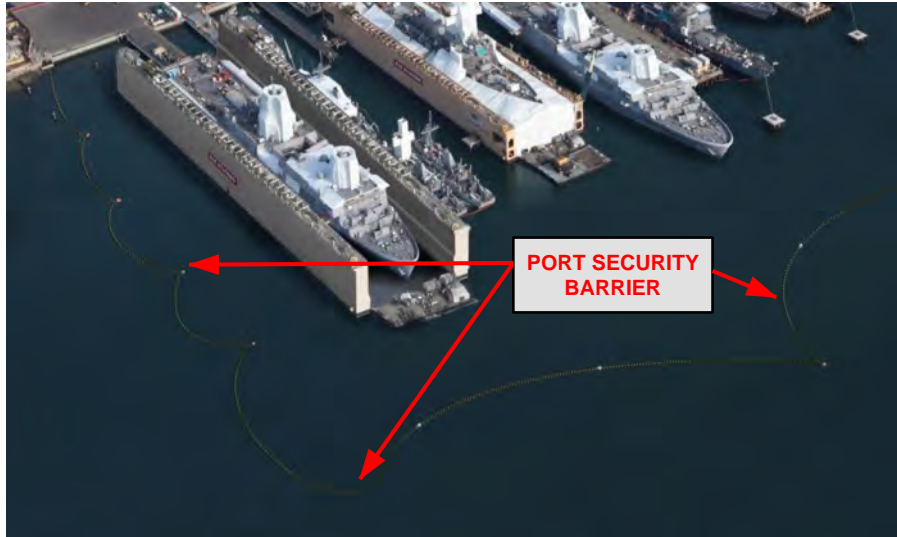
Pier 4 South Quaywall, looking towards south property line



Subsurface and sloped revetment to be removed



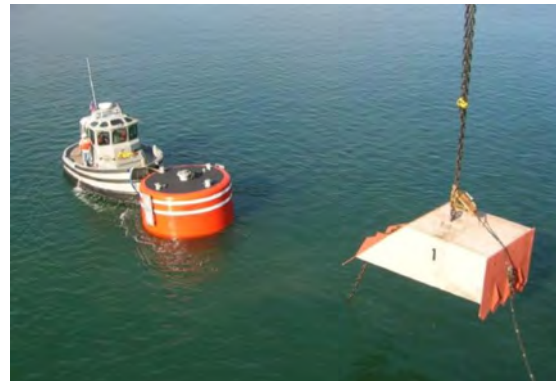
Figure 6
Project Element 6: Pier 3 Lunchroom Wharf Replacement / Realignment and
Project Element 7: Quaywall Modifications at South End of Property
BAE Systems Waterfront Improvement Project



Existing Port Security Barrier (PSB) perimeter around facility waterfront



Proposed PSB Barrier (float sections spanning waterway)



Proposed PSB buried conc. anchor block & mooring buoy



Figure 7
Project Element 8: Port Security Barrier (PSB) Replacement
BAE Systems Waterfront Improvement Project



Existing small craft float



Concrete float concept design mockup



Location of existing tool room to be demolished and incorporated into proposed wharf structure building.



Figure 8
Project Element 9: Small Boat Mooring Float Replacement and
Project Element 10: Central Tool Room Replacement / Relocation
BAE Systems Waterfront Improvement Project



Location of existing bldg 6 & 7 to be demolished in-way-of new production building in similar footprint



Bldg 6/7 (east) to be demolished in-way-of new prod. bldg.



Bldg 6/7 (west) to be demolished in-way-of new prod. bldg.



Existing modular offices footprint of new admin. office complex



Modular offices to be removed in-way-of admin. office construction



Existing pier 1 restroom to be demolished and incorporated into new admin complex



Figure 10
Project Element 12: Administrative Office Complex
and Project Element 13: Pier 1 Restroom Demolition
BAE Systems Waterfront Improvement Project

