

San Diego Unified Port District

CEQA and COASTAL DETERMINATIONS and NOTICE OF APPROVAL

Project: NASSCO Building 19 & 11 Demolition
Location(s): 2798 Harbor Drive, San Diego, CA 92113
Parcel No.(s): 021-022
Project No.: 2018-026
RE Project No.: 021-022-3415
Applicant: Sara Giobbi, General Dynamics-NASSCO, 2798 Harbor Drive, San Diego, CA 92113
Date Approved: February 21, 2018

Project Description:

The proposed project involves the demolition of Buildings 19 and 11 located at National Steel and Shipbuilding Company (NASSCO) in San Diego, California. NASSCO has proposed demolishing the existing buildings, without replacement or any effect to over-water coverage on the project site.

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. Services and equipment within Building 11 and office space within Building 19 would be relocated to an existing space within the NASSCO facility. The proposed project specifically includes the following:

- Relocate utility lines;
- Demolish Building 11, an approximately 7,200 square foot (sf) building measuring approximately 85 feet (ft) long by 86 ft wide by 35 ft high;
- Demolish Building 19, an approximately 9,300 sf building measuring approximately 120 ft long by 73 ft wide by 25 ft high; and
- Minor maintenance to existing pier, limited to replacing damaged wood planks, with no in-water work to be conducted.

The proposed demolition of Building 11 would take place entirely on land and the proposed demolition of Building 19 would take place both land and over-water pier area, as Building 19 has 3,100 sf of land area and 6,200 sf of over water area on an existing pier. The remaining pier area will be used for light storage and lay down space to support repair activities. There would be no change to employee count, production output, or parking as a result of this project. Once demolished, this area will be used as access for vehicles and pedestrians, with a laydown area for repair operations. The proposed project does not propose any new structures or increase to pier size, therefore, no net increase in bay water coverage would result. Furthermore, based on normal shipbuilding operations onsite and the anticipated level of noise generated from limited and temporary construction activities, project-related construction noise would generate the same or less amplitude than typical operations noise for those in the active marine area.

Construction of the proposed project is anticipated to commence in March 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.

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 Section 15301 (Existing Facilities) and Section 3.a (6) of the District's *Guidelines for Compliance with CEQA* because the project includes the demolition of existing buildings that would result in no expansion of use beyond that previously existing. Section 3.a (6) 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:
 - (6) Demolition and removal of individual structures listed in the subsection except where the structures are of historical, archaeological, or architectural significance. These include, but are not limited to, commercial, industrial, airport, or marine terminal structures or facilities if designed for an occupancy load of 30 persons or less, and not in conjunction with the demolition of improvements on an entire site. Examples are warehouses, sheds, miscellaneous work buildings, piers, floats, piles, marine ways, electrical, mechanical, or utility systems, railroad improvements, dilapidated vessels, navigation aids, or similar related structures.

The Categorical Exemptions listed above are appropriate for the proposed project because the project includes the demolition of existing buildings that involves no expansion of use beyond that previously existing and would be located on the same site and have substantially the same size, purpose, and capacity as the structures being replaced. 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 construction, reconstruction, repair, maintenance, and operation of public buildings public assembly and meeting places, convention centers, parks, playgrounds, bathhouses and bathing facilities, recreation and fishing piers, public recreation facilities, including, but not limited to, public golf courses, and for all works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient for

the promotion and accommodation of any of those uses. 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 the demolition of existing buildings 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 the demolition of existing buildings that would involve no expansion of use beyond that previously existing. This project is consistent with the existing certified land and water use designations and is Categorically Excluded under Section 8.a (9) 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.

(9) Demolition and removal of individual small structures, except where structures are of historical, archaeological, or architectural significance.

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: Randa Coniglio for
Date: 2/21/18

Deputy General Counsel

Signature: W.S. Mendez
Date: 2-20-18