



CEQA and COASTAL DETERMINATIONS

Project: Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project
Location: 1160 Harbor Island Dr., San Diego, CA 92106
Parcel No.: 007-023
Project No.: 2018-033
Applicant: Brian Thorne, Lockheed Martin Corporation, 2550 North Hollywood Way, Suite 406 Burbank, CA 91505-5047
Date: November 9, 2020

PROJECT DESCRIPTION

The project proposes demolition of landside and waterside components of the existing MTF at 1160 Harbor Island Drive and remediation of the waterside sediment in the surrounding basin. As described in Section 2.1, Introduction, project activities would be broken into three phases: (1) landside demolition; (2) waterside demolition, dredging, and sediment remediation; and (3) post-remediation activities. Phase 1 would include demolition of the existing building; Phase 2 would include demolition of the existing pier and marine railway and waterside remediation; and Phase 3 would include post-remediation activities (including continued compliance the California Eelgrass Mitigation Policy and Implementing Guidelines, if required), including demolition of paved areas.

Phase 1

Landside Demolition

The first phase would include the demolition of the landside structures including the Marine Terminal Building and associated infrastructure. Existing utilities in the existing two-story, 5,500-square-foot building would be disconnected and removed. This would include removing power to the San Diego Gas & Electric transformer vault, removing the gas lines to the nearest valve box, capping the fire sprinkler lines 6 inches above grade, removing the sewage tank and associated pipes, capping the outlets to the sewage tank, and removing the water to the backflow preventer on site. Then, the existing building would be demolished.

After building demolition, the foundation would be removed, and any resulting depressions would be filled with compactable, clean fill. The site would then be graded to match the existing elevation. The existing concrete and asphalt parking areas would remain and be used as part of the sediment management area (SMA) during the sediment remediation component. The SMA would be confined with an impermeable barrier (potentially an asphalt berm or K-rails sealed at the base with an impervious fabric) to prevent discharge into San Diego Bay or into underlying soils.

Phase 2

Waterside Demolition

Phase 2 would include the waterside component of the project, beginning with the waterside demolition. The project would include demolition of the in-water, 165-foot pier and the 328-foot-long marine railway structure and support structures extending into the bay. The piles from the pier would be removed using equipment staged on a barge or on the landside. The barge would be the storage area for the removed piles and debris. Outfall erosion protection would be constructed along the northern shoreline using 400 square feet of riprap and gravelly sand. Debris would be removed from the water by a heavy clamshell bucket. Removed piles and debris would be brought ashore and sorted according to its general classification. The debris would then be transported for disposal by haul-truck trips.

Dredging

Once the existing waterside facilities are demolished, waterside sediments with elevated contaminant levels would be dredged in an approximately 22,676-square-foot area. The sediments would be removed

using mechanical dredging means, such as a barge-mounted derrick crane, an enclosed clamshell bucket, or a standard clamshell bucket.

Dredged material would then be placed in water-tight scows, large, flat-bottomed boats with square ends used for transporting bulk materials, that would be transported to the upland SMA for processing. Prior to offloading sediments, dewatering would occur, where any ponded water would be pumped within the scow into a water treatment system. The on-site water treatment system would consist of a series of holding and weir tanks and would be sufficient to meet the discharge requirements into the City of San Diego's sewer system (through an Individual User Discharge Permit [IUDP]). Prior to discharge, water samples would be collected and analyzed in accordance with the IUDP. If the effluent contains analytical concentrations that exceed IUDP standards, the water would then be treated on site using options such as the addition of chemicals to reduce analytical concentrations to levels acceptable within IUDP standards or removal from the site by a licensed waste hauler and disposal in accordance with local, state, and federal requirements.

At the SMA, dredged sediment would be stabilized with Portland cement (as necessary to pass the paint filter test) to accelerate the drying process. The paint filter test is a test to determine the presence of free liquids in a representative sample of waste before the waste can be disposed of in a landfill. The dredged sediment would be tested based on the selected upland disposal landfill's profile requirements and then loaded into lined haul trucks and transported to an upland disposal location. Dredged materials would be disposed of at an approved Class III or Class II landfill, depending on the level of contamination. The nearest available landfill would be the Otay Landfill, which is designated as Class III, located in Chula Vista, California.

Sediment Remediation

Once dredging is complete, the project would place clean sand cover on up to 92,170 square feet of the site. As time passes, the clean cover would mix into the underlying sediment through benthic interactions, such as organism burrowing. Equipment required for placement would be similar to the equipment used during dredging but would be supplemented with a conveyor. The clean sand would be transported to the project site by haul truck or barge. If the material arrives by truck, the material would be loaded onto barges and transported to the placement area.

Phase 3

After demolition, dredging, and remediation, the project site would be returned to an unoccupied, undeveloped site. Once the sediment has been dredged and disposed of, the existing asphalt and concrete paved areas that were used as the SMA would be demolished. The retaining wall above the shore protection would remain and allow the site to be graded such that slopes would be shallow and allow stormwater to be absorbed and minimize erosion. The existing shoreline riprap and the existing concrete spillways would remain, and the site would be graded so that the excess water from storm events would be directed to those spillways.

The existing mature trees would be left undisturbed. Non-invasive, drought-tolerant vegetation would be planted, and an irrigation system would be installed. If necessary, the irrigation system would be connected to the existing backflow flow protector on site and would have manual valves due to the lack of on-site power. There would be no further operations following remediation activities.

Project Design Features

The following project design features (PDFs) have been incorporated into the project, which would reduce the potential for impacts associated with these issues. The cleanup and abatement order issued by the RWQCB requires a Remedial Action Plan that includes a Remediation Monitoring Plan. The Remediation Monitoring Plan consists of water quality monitoring, sediment monitoring, silt curtain monitoring by a qualified biologist, and disposal monitoring. The water quality monitoring must be sufficient to demonstrate that implementation of the selected remedial activities does not result in violations of water quality standards outside the construction area.

Water Quality Project Design Features

PDF-WQ-1: Silt Curtains. The proposed project shall require the deployment of a silt curtain around the pile removing, dredging, and clean sand placement areas to contain suspended sediment in accordance with the 401 Water Quality Certification. Each silt curtain would include an oil boom component contained in the silt curtain, which would float on the water surface. Silt curtains would be weighted and positioned using anchors or marine structures or by being connected to shoreline locations. In addition, a floating surface debris boom would be equipped with skirts and absorbent pads to capture floating surface debris and to control potential oil sheen movement.

PDF-WQ-2: Water Monitoring. The water's turbidity levels would be monitored during demolition, dredging, and sediment remediation activities. Manual water quality monitoring to include measurements for pH, dissolved oxygen, and turbidity would be conducted to confirm compliance with the San Diego Basin Plan and Clean Water Act Section 401 Water Quality Certification requirements. Dredging operations would be evaluated and modified as necessary in coordination with the RWQCB if water quality monitoring shows exceedance of predetermined numerical targets due to dredging operations.

PDF-WQ-3: Bucket Movement Control. The bucket would be positioned using Global Positioning System (GPS) software. The speed of bucket movement would be limited in the water column of dredging to minimize the disturbance of sediments and the resuspension of materials. In addition, the drag of the dredge bucket would be prohibited along the sediment surface.

PDF-WQ-4: Spill Apron. A spill apron, consisting of steel plates, plywood platforms, or a similar assembly with secondary containment, would be placed between the barge and shore to collect drippings or spillage and direct it back into the barge or collection point.

PDF-WQ-5: Truck Wash. Prior to leaving the SMA, haul trucks would be washed at an on-site truck wash to prevent sediment trackout.

Noise Project Design Feature

PDF-NO-1: Nighttime Construction. Nighttime construction would be prohibited. In addition, no lights would be used to illuminate the project site at night.

Construction

It is anticipated that the project would be completed in approximately 5 to 6 months, with Phase 1 occurring from November through December 2020, Phase 2 occurring from September through November 2021, and Phase 3 beginning in May 2022. The in-water construction window would be constrained by California least tern (*Sternula antillarum browni*) nesting and foraging season, which extends from mid-April to mid-September. Proposed work would take place within the District's jurisdiction.

Phase 1

Phase 1 would include demolition of the Marine Terminal Building, utility removal, and site preparation to create an area to support Phase 2 activities. A total of 0.73 acre would be disturbed during this phase, and 840 tons of demolition debris would be exported. After building demolition, the foundation would be removed, and any resulting depressions would be filled with compactable clean fill. It is assumed that the import of 5,205 cubic yards of material would be required for remediation activities. The landside construction activities would require the use of equipment such as a land-based mobile crane, trucks for delivery and removal of construction materials, heavy equipment (e.g., loader, bulldozer, forklift, and scraper), and an on-site water treatment system.

Phase 2

Phase 2 would include the waterside component of the project, beginning with the demolition of the pier and marine railway structure. Removed piles and debris would be brought ashore and transported for disposal by haul-truck trips. A total of 1,040 tons of material would be exported from the site. During dredging activities, approximately 3,500 cubic yards of contaminated sediments would be exported from the project site. A total of 4,500 cubic yards of clean sand would be imported to cover the remediation area following sediment disposal.

The in-water construction activities during Phase 2 would require specific types of construction equipment including a floating crane barge used for concrete piles removal, dredging, and sand placement; deck barges for delivery and storage of materials or debris; jet pumps, a vibratory hammer, or a clamshell bucket; and tug boats for moving equipment. Phase 2 activities would result in 1,483 truck trips (one-way) and 23 average daily construction worker trips.

Phase 3

Phase 3 would include the post-remediation work activities. This phase would include minimal construction equipment for grading and demolition to return the site to an undeveloped condition with non-native vegetation. No import or export is expected to occur.

The worst-case average number of daily truck trips for the proposed project would occur in Phase 1 during the filling operations following demolition. In total, 695 truck trips are anticipated over 5 working days, for an average of approximately 139 truck trips per day. In addition, a worst case of 23 average daily construction worker trips would occur during construction.

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)

The District, as lead agency under the California Environmental Quality Act (CEQA), prepared a Draft Environmental Impact Report and Initial Study for the “Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project” (UPD #EIR-2018-033; SCH #2019100658). Based on the assessment presented in the Draft Environmental Impact Report, the project would result in significant impacts to Biological Resources and would result in significant and unavoidable impacts to Cultural Resources; impacts to biological resources would be reduced to a level below significance through implementation of mitigation measures.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN CONSISTENCY

Planning District: 2 - Harbor Island/Lindbergh Field (Precise Plan Figure 9)

Land and Water Use Designations: Industrial Business Park; Specialized Berthing; Boat Navigation Corridor; and Recreational Boat Berthing

The proposed project conforms to the certified Port Master Plan because it would involve the remediation of contaminated sediment and the demolition of existing facilities.

CATEGORICAL DETERMINATION

The above project is determined to be a Non-Appealable development under Section 7.d. (3) of the District’s CDP Regulations (Regulations):

Non-Appealable developments are those not classified in the Regulations in Section 7.d. (1) as “Excluded,” in 7.d. (2) as “Emergency,” or in 7.d. (4) as “Appealable.”

In accordance with the District’s CDP Regulations, the proposed actions constitute a Non-Appealable development under Section 7.d. (3) of the District’s Coastal Development Permit Regulations (Regulations): Non-Appealable developments are those not classified in the Regulations in Section 7.d. (1) as “Excluded,” in 7.d. (2) as “Emergency,” or in 7.d. (4) as “Appealable.” Pursuant to Coastal Act Section 30715 and Sections 7.d. (3) and (4) of the Regulations, shipbuilding operations and associated internal improvements/facilities are not listed as appealable developments, requiring an appealable CDP. Moreover, proposed improvements to the Project site do not constitute an emergency development. The District has determined that one Non-Appealable CDP for the Project may be issued.

CALIFORNIA PUBLIC TRUST DOCTRINE

The proposed project complies with Section 87(a)(1) and (6) 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, and for the establishment, improvement, and conduct of small boat harbors, marinas, aquatic playgrounds, and similar recreational facilities, and for the construction, reconstruction, repair, maintenance, and operation of all works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient for the promotion and accommodation of any of those uses, including, but not limited to, snack bars, cafes, restaurants, motels, launching ramps, and hoists, storage sheds, boat repair facilities with cranes and marine ways, administration buildings, public restrooms, bait and tackle shops, chandleries, boat sales establishments, service stations and fuel docks, yacht club buildings, parking areas, roadways, pedestrian ways, and landscaped areas. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed Board action is consistent with the Public Trust Doctrine.

RANDA CONIGLIO
President/CEO

Determination by:
Juliette Orozco
Associate Planner
Development Services

Signature: Juliette Orozco
Date: Nov 16, 2020

Deputy General Counsel

Signature: Chris Burt
Date: Nov 16, 2020