

An aerial photograph of the Seattle waterfront, showing the city skyline in the background and a large industrial area in the foreground. The industrial area, including several large warehouse-like buildings and a rail yard, is highlighted with a semi-transparent blue overlay. The text 'TERMINAL REDEVELOPMENT' and 'TENTH AVENUE MARINE TERMINAL' is overlaid on this blue area in white, bold, sans-serif font. Below this, the text 'Redevelopment Plan and Demolition and Initial Rail Component Project' is overlaid in a smaller, teal, sans-serif font.

# TERMINAL REDEVELOPMENT TENTH AVENUE MARINE TERMINAL

Redevelopment Plan and  
Demolition and Initial Rail Component Project

# San Diego Unified Port District

## Port's Jurisdiction

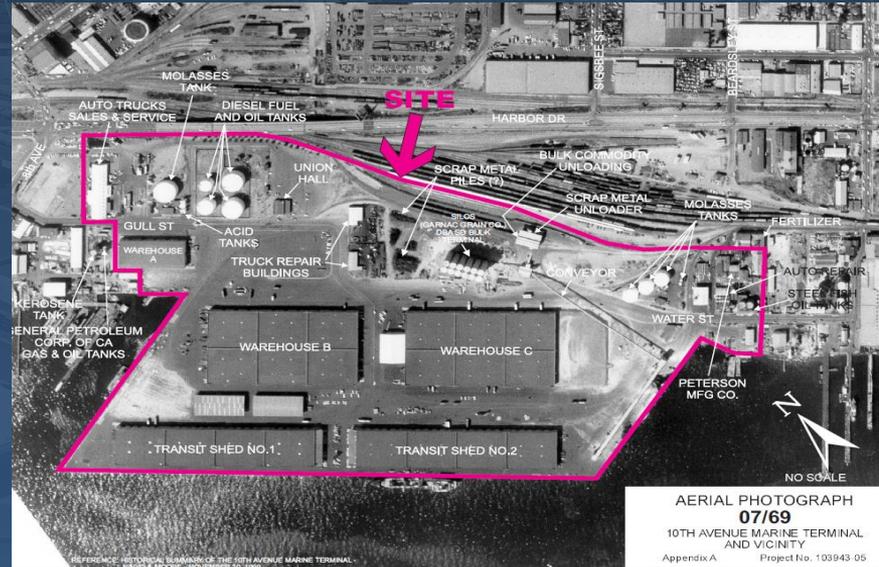
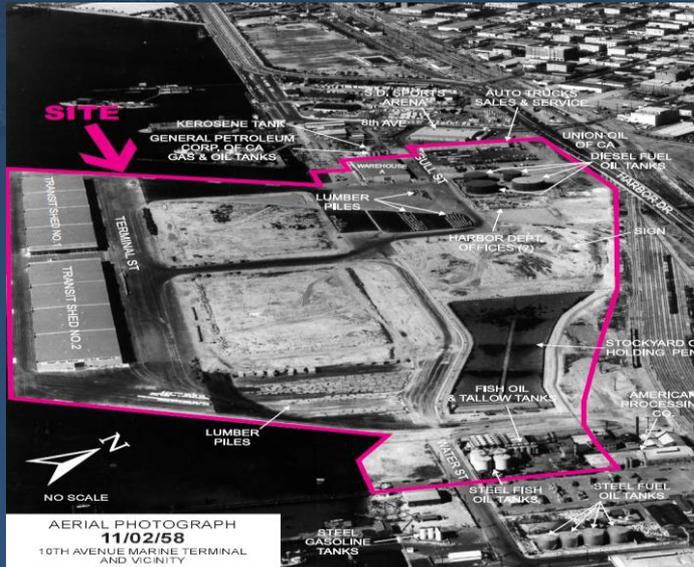
- 5 Cities
- 2 Marine Terminals
- 2 Cruise Ship Piers
- 250 Acres of Parks and Open Space
- 22 Public Parks
- Hundreds of Tenants and Subtenants

## Governing Laws

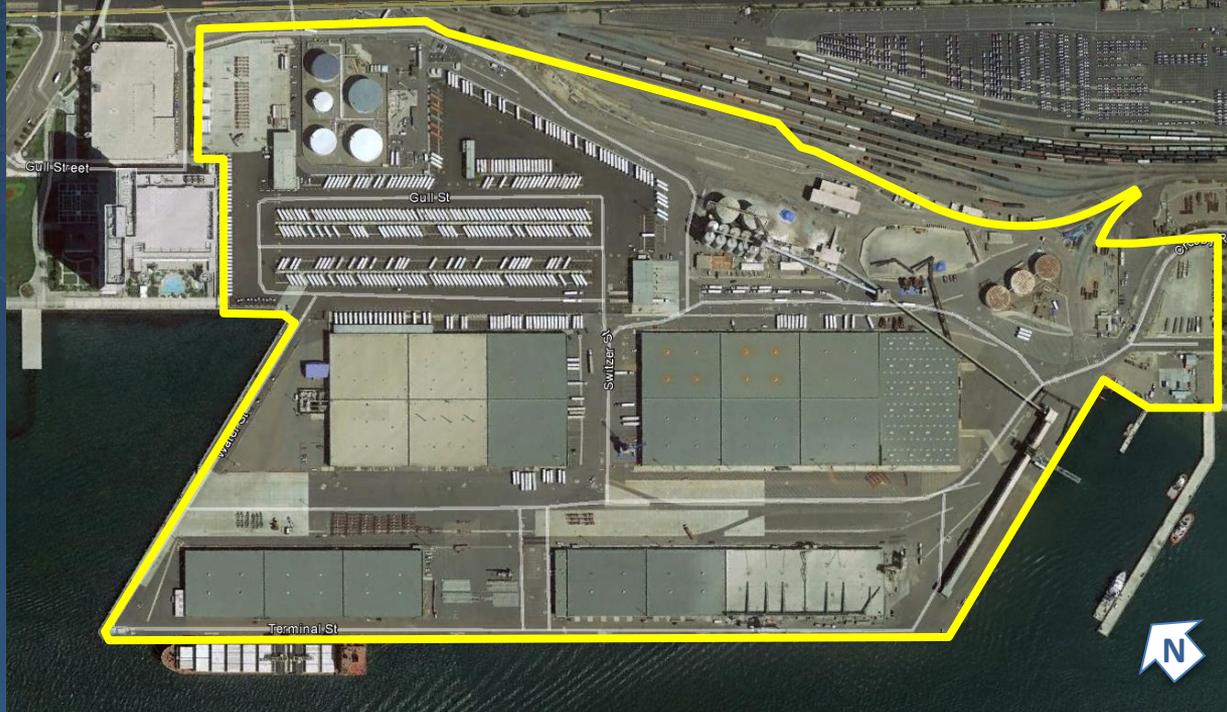
- Public Trust Doctrine
- Port Act
- California Coastal Act / Port Master Plan



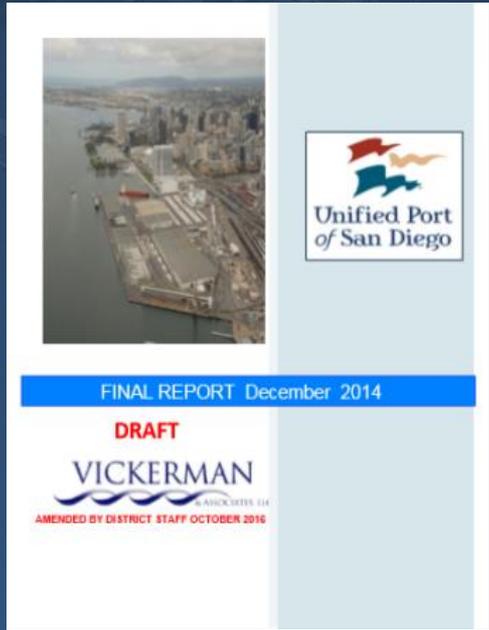
# A Terminal in Transition



# Current TAMT Overview



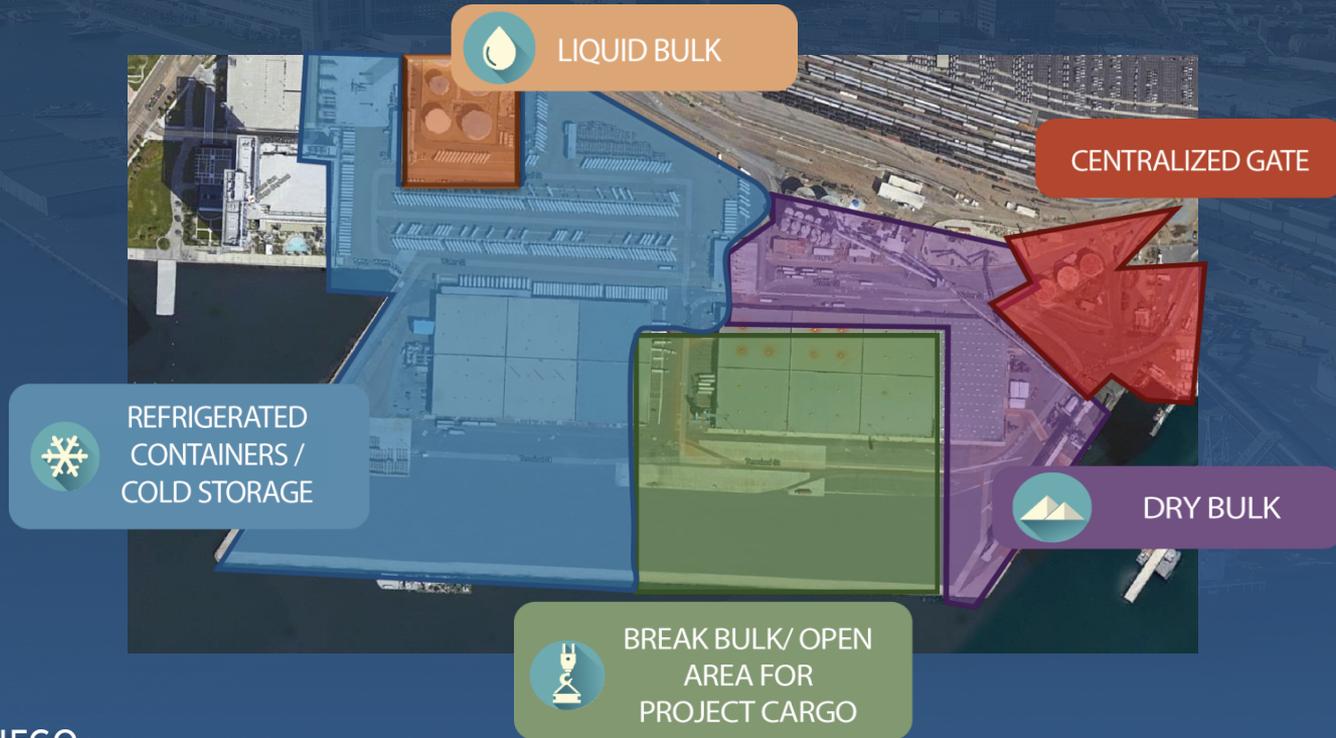
# Tenth Avenue Marine Terminal Redevelopment Plan (2035)



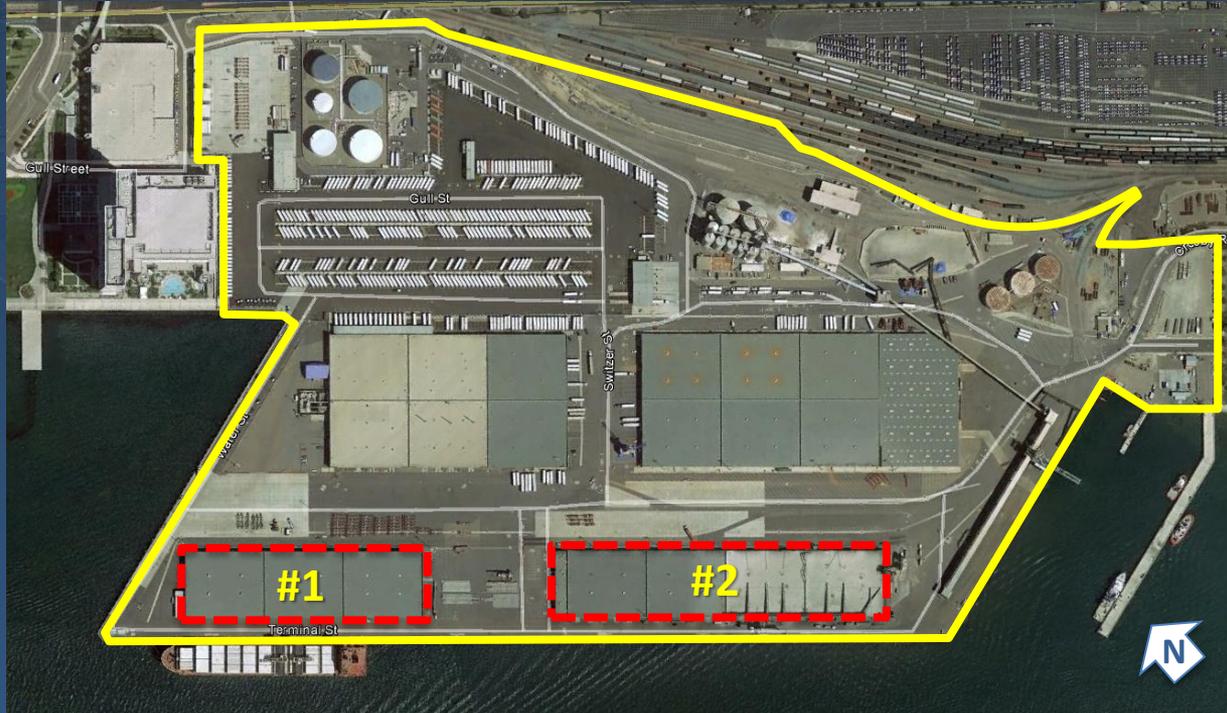
## TAMT Plan

- Market-based Plan
- Promotes Modernization
- Analyzes Increased Capacity
- Includes Development Concepts

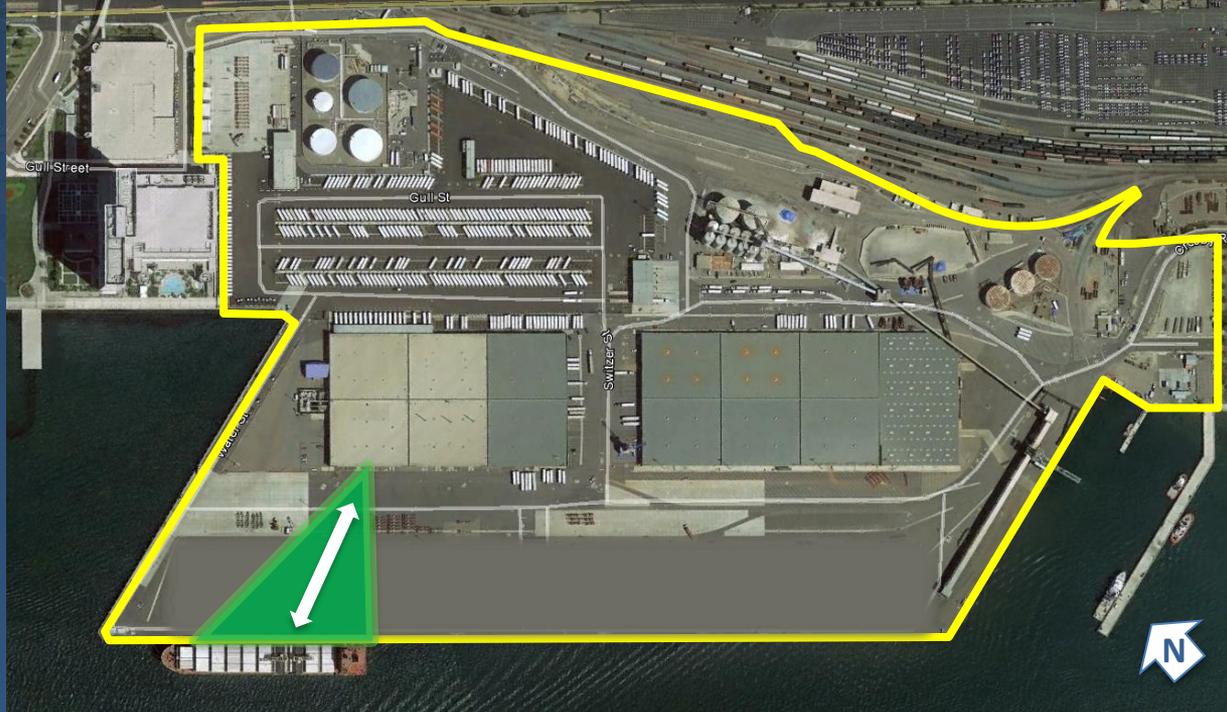
# Long-term Vision & Redevelopment



# Transit Sheds #1 and #2



# Direct Access and Open Space

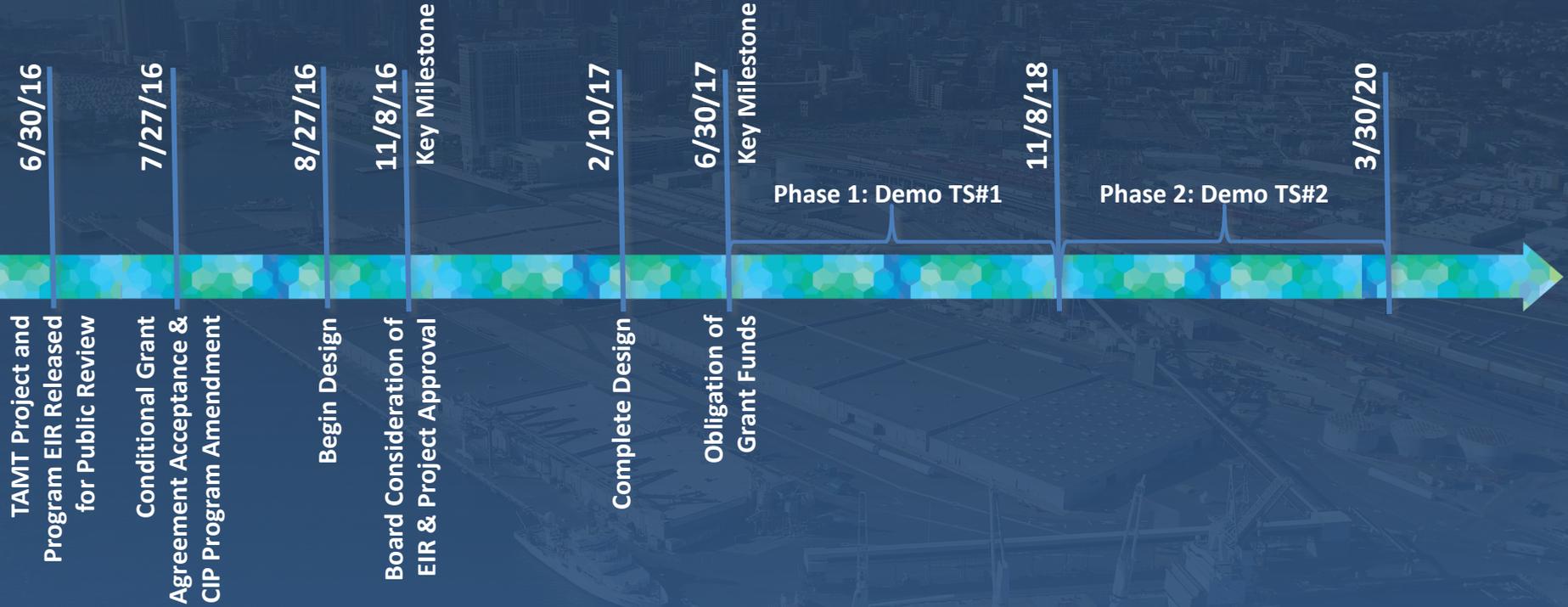


# Award of a TIGER Grant

- Program Goal: Fund projects that fill critical voids in the national transportation system
- TIGER Application Submitted June 2, 2015
  - October 31, 2015 Announcement
  - Conditional Grant Acceptance
  - Begin Design
  - Obligate Funds After Environmental Review



# TIGER Grant Timeline



# Threshold Entitlements and Permits

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- National Environmental Policy Act (NEPA)
- California Environmental Quality Act (CEQA)
- California Coastal Act/Non-Appealable Coastal Development Permit (CDP)
- Avoided an amendment to the Port Master Plan

# NEPA (Federal)

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- Applies when a Federal agency intends to carry out, fund, or approve a proposed action
- Look at environmental effects that significantly affect the quality of the human environment
- Three levels of review: 1) Categorical Exclusion; 2) Environmental Assessment/Finding of No Significant Impact (EA/FONSI); and 3) Environmental Impact Statement (EIS)
- Look at alternatives that meet the “purpose and need” for the action
- Record of Decision (findings) are adopted by the Federal agency after public review

# CEQA (California)

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- Applies to California agencies that are making a discretionary approval that results in reasonably foreseeable direct or indirect physical changes to the environment
- Must adopt all feasible mitigation measures or an alternative that reduces significant impacts and meets the basic objectives of a project
- Three levels of review: 1) Exemption; 2) Negative Declaration/Mitigated Negative Declaration; or 3) Environmental Impact Report
- Statement of Overriding Consideration

# Non-Appealable CDP

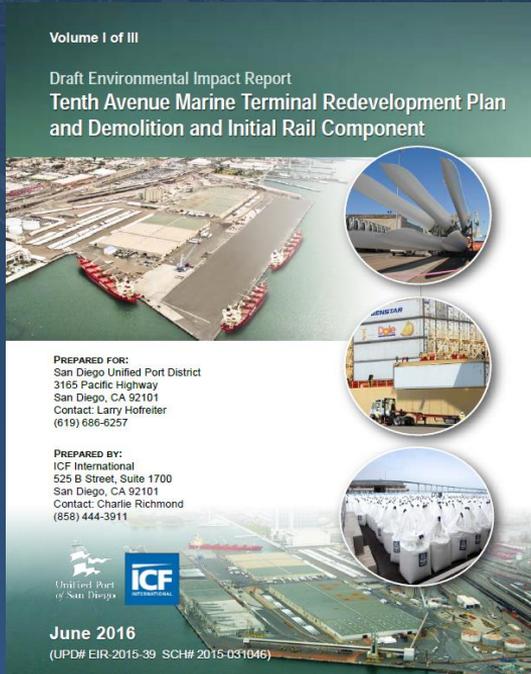
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- Chapter 8 of the Cal. Coastal Act Coastal
- Coastal Development Permit for “Development” (Cal. Pub. Res. Code § 30106)
- Cal. Pub. Res. Code § 30715 Appealable CDPs
- Terminal Redevelopment is considered Non-Appealable Under § 30715

# Litigation or an Appeal of a CDP Can Stop a Project!



# Draft Environmental Impact Report



## Public Review

- 6/30/16 to 8/18/16 (~45 days)
  - Central Library & Logan Heights Branch
  - Posted to website with links
  - 183 postcards and 60 emails
  - **Received 9 Comment Letters**
- **Intense Public Interest**

# COMMUNITY OF BARRIO LOGAN

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TAMT

Barrio  
Logan

Industrial  
Shipbuilding



# Tenth Avenue Marine Terminal Redevelopment Plan (2035)

<b>Node</b>	<b>Existing Conditions – July 2013 to June 2014</b>	<b>TAMT Redevelopment Plan Maximum Practical Capacity (MPC) Scenario</b>	<b>TAMT Redevelopment Plan Sustainable Terminal Capacity (75% of MPC)</b>
<b>Improvements or Capacity Enhancements Identified in TAMT Plan</b>			
Dry Bulk	289,864	2,650,000	1,987,500
Refrigerated Containers	637,931	2,288,000	1,716,000
Multi-Purpose General Cargo	85,131	977,400	733,050
<b>No Improvements or Capacity Enhancements Identified in TAMT Plan</b>			
Liquid Bulk	31,520	239,017	239,017
<b>Total</b>	<b>1,044,446</b>	<b>6,154,417</b>	<b>4,675,567</b>

# Additional Mitigation

## Draft EIR (June 2016)

### Terminal Equipment

- 6 pieces of Electric Cargo Handling Equipment

### Periodic Technology Review

- Discussed general concept

### Sustainable Leasing

- Implement a Sustainable Leasing Program at TAMT

### Vessel Hoteling

- Shore-power

## Final EIR (December 2016)

### Terminal Equipment

- **36 pieces** of Electric Cargo Handling Equipment

### Periodic Technology Review

- Identified more precise process

### Exhaust Emissions Reduction Program

- Develop an incentive based program by 2020 that encourages tenants to deploy clean vessels, trucks, locomotives and other mobile equipment through the life of the plan

### Vessel Hoteling

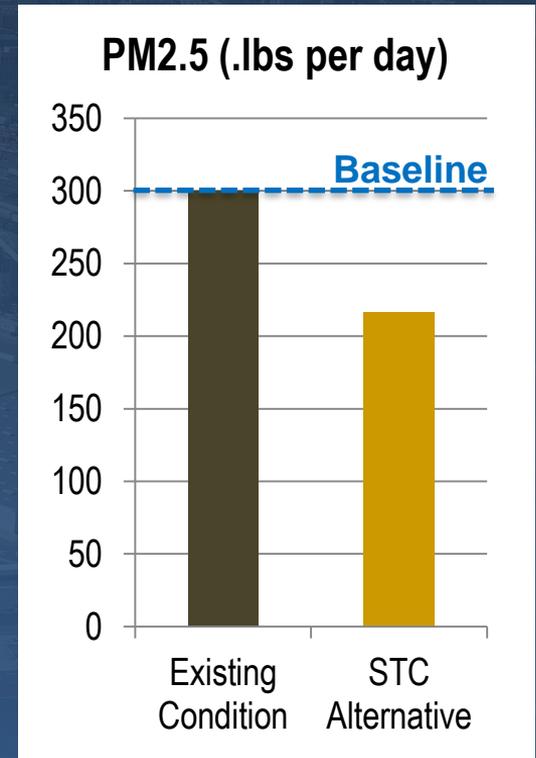
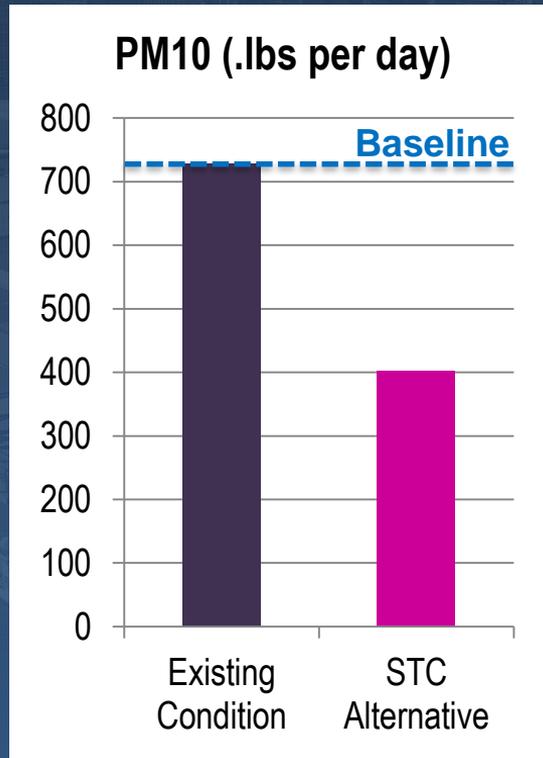
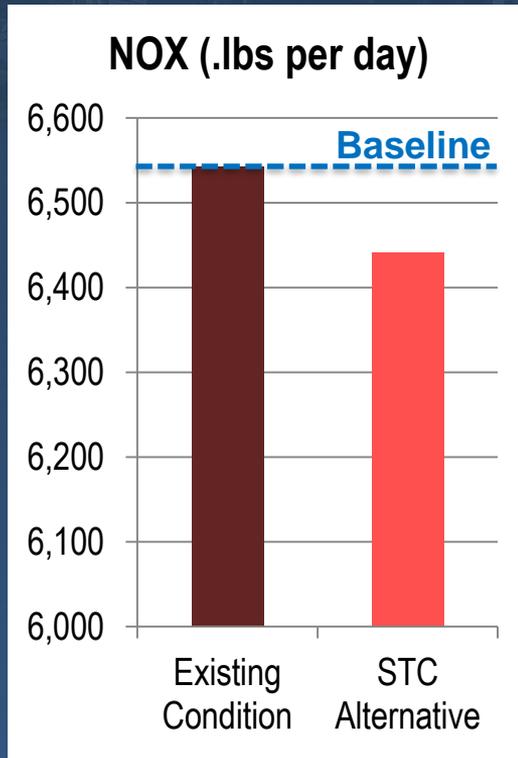
- Shore-power OR Alternative Marine Emissions Control System, (AMECS or Bonnet System)

# AMECS or Bonnet System

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# Above and Beyond Compliance



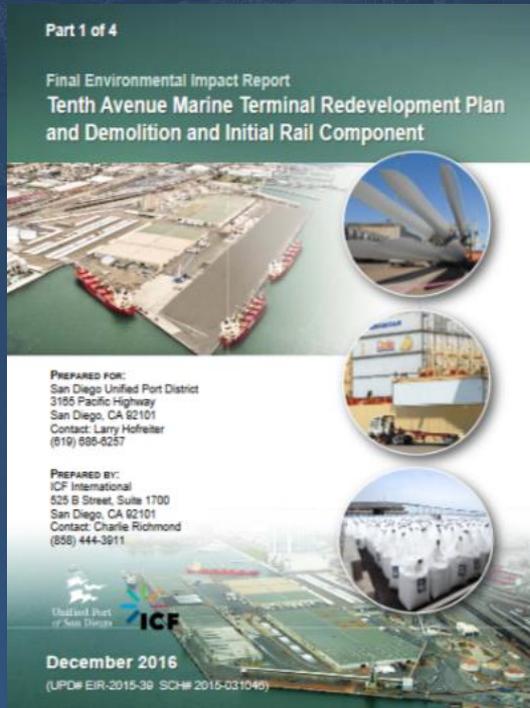
# Greenhouse Gas Emissions

	Cal. Legal Requirements	TAMT Redevelopment Plan Reduction	Conclusion
<b>2020 Goals</b> (AB 32)	Reduce to 1990 Levels	33% Reduction by 2020	Aligns with State Goals
<b>Post -2020 Goals</b> (SB 32 & Executive Orders)	Reduce 40% Below 1990 Levels	57% Reduction by 2035	Potentially Aligns with State Goals

**Concluded Significant and Unavoidable**

***Uncertain 57% will represent San Diego's regional fair share towards California's Post-2020 Reduction Targets***

# Final EIR (December 2016)



## Tenth Avenue Marine Terminal Redevelopment Plan

### Significant and Unavoidable Impacts

- Aesthetics
- Air Quality (Construction only)
- Greenhouse Gas Emissions
- Noise
- Transportation

# Final EIR (December 2016)

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## Statement of Overriding Considerations

- Enhances an established maritime use with the California Coastal Act, the Port Act, and the Port Master Plan;
- Promotes sustainability and lowers NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> below existing levels despite four-fold increase in cargo throughput;
- Increases terminal efficiency and removes notable operational impediments;
- Increases the Port's ability to attract new business and stay competitive;
- Increases short-term and long-term employment;
- Increases terminal safety by removing operational impediments, installing an automatic rail lubricator and installing on-terminal air-brake testing system;
- Increases the amount of wharfage fees and rent the Port may receive;
- Increases regional economic growth as the result of increased goods movement activity, as well as additional indirect and induced jobs.

# Maritime Administration (MARAD)

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- MARAD was the NEPA lead agency
- EA/FONSI
- Contracted through the Port and Paid for by the Port

# Lessons Learned

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- Robust Stakeholder Outreach and Negotiations
- Get Creative (Alternative, MMs and SOC)
- Take a Realistic Look at the Business Model/Project
- Can Always do Subsequent or Supplemental Environmental Review

# Collaboration and Inventiveness

