

**SAN DIEGO UNIFIED PORT DISTRICT
DEVELOPMENT SERVICES**

P.O. BOX 120488
SAN DIEGO, CA 92112-0488
(619) 686-6419

COASTAL DEVELOPMENT PERMIT

Applicant: Lockheed Martin Corporation
2550 North Hollywood Way, Suite 406
Burbank, CA 91505-5047

Project: Lockheed Martin Harbor Island Facilities Demolition and Sediment
Remediation Project

Location: 1160 Harbor Island Drive, San Diego, CA 92101

You are hereby granted a Coastal Development Permit. This permit is issued in conformance with the California Coastal Act of 1976 and the Coastal Permit Regulations of the San Diego Unified Port District, as adopted by the Board of Port Commissioners on July 1, 1980, Resolution No. 80-193, and as amended on December 2, 1980, Resolution No. 80-343, and on February 14, 1984, Resolution No. 84-62, in accordance with the provisions for the issuance of a ☐ Emergency ☒ Non-Appealable ☐ Appealable Coastal Development Permit.

Date of Board Action: INSERT DAY OF PROPOSED BOARD ACTION

Board of Port Commissioners Resolution Number: 2020 - XXX

Date of Permit: xxxxx xx, 2020

Application Number: 2018-033

Permit Number: CDP-2020-XX

The Project, as defined below, is located within the jurisdiction of the San Diego Unified Port District (District) and in California coastal zone. The project constitutes development pursuant to Public Resource Code (herein "Coastal Act") Section 30106 as it would involve the demolition of existing facilities and remediation of contaminated sediment. Chapter 8 of the Coastal Act regulates port development within the Coastal Zone. Section 30715 of Chapter 8 specifies the sole categories of development that may be appealed to the Coastal Commission. The demolition of facilities and remediation of contaminated sediment is not listed as appealable in Section 30715. The project site is designated as both an existing recreational area on the landside and estuary/wetland on the waterside, pursuant to the 1975 California Coastal Plan. The

Project is located between the sea (as defined in the Coastal Act) and the first inland continuous road paralleling the sea, and the Project is consistent with Chapters 3 and 8 of the Coastal Act and the District's certified Port Master Plan (PMP).

This permit is limited to the development described below and set forth in material on file with the District, and subject to the terms, conditions, and provisions hereinafter stated:

DEVELOPMENT

The Project Applicant, Lockheed Martin Corporation (referred to herein as "Permittee"), proposes the demolition and removal of all landside and waterside components (fixtures and structures) of the existing Lockheed Marine Terminal Facilities (MTF) and remediation of the waterside sediment in the surrounding basin consistent with a Remedial Action Plan (RAP), as may be approved by the Regional Water Quality Control Board, San Diego Region (Water Board) (collectively, "Project") at 1160 Harbor Island Drive in San Diego, CA (see Exhibit 1, Project Location Map). The Permittee's implementation of the RAP responds to the Cleanup and Abatement Order (CAO) No. R9-2017-0021, as issued by the Regional Board in January 2017. The sediment cleanup will be governed by the adopted CAO. Per the CAO, a feasibility study will be to inform the finalization of the RAP for approval by the Water Board. The sediment remedy will proceed as described in the final RAP and will address contaminated sediments present within the San Diego East Basin of Harbor Island within the Project site. Post-construction monitoring of the remedy will be performed as described in the approved RAP. The Project will be completed in three phases: (1) landside demolition; (2) waterside demolition, dredging, and sediment remediation; and (3) post-remediation activities (see Exhibit 2, Project Site Plan).

Phase 1

Landside Demolition

The first phase would include the demolition of 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. 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 Phase 2 sediment remediation. 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

The second phase 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. Erosion protection would be constructed along the northern shoreline using 400 square feet of riprap and gravelly sand where it does not currently exist. 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 by haul trucks for disposal.

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 (approximately 3,500 cubic yards). 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.

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.

Clean Sand Cover Placement

Once dredging is complete, the project would place clean sand cover on up to 92,170 square feet of the site (approximately 4,500 cubic yards). 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

Post-Remediation Activities

The third phase would include returning the site to an unoccupied, undeveloped site. The existing asphalt and concrete paved areas that were used as the SMA would be removed. The existing shoreline riprap and the existing concrete spillways would remain. The retaining wall above the shoreline would remain and allow the site to be graded such that slopes would be shallow to minimize erosion and allow stormwater to be absorbed or 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. There would be no further operations following the completion of construction activities.

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. The following project design features (PDFs) have been incorporated into the project, which would facilitate the implementation of the Remediation Monitoring Plan.

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

It is anticipated that the project would be completed in approximately five to six months, with Phase 1 occurring early 2021, Phase 2 occurring from September through November 2021, and Phase 3 beginning in November 2021. In-water construction window would not be allowed to occur during California least tern (*Sternula antillarum browni*) nesting and foraging season, which extends from approximately April 1 through September 15, with exact dates being determined annually by the U.S. Army Corps of Engineers. Proposed work would take place within the District's jurisdiction.

STANDARD PROVISIONS

1. Permittee shall adhere strictly to the current plans for the Project as approved by the District and the Project features, described above, for the Project.
2. Permittee shall notify the District of any changes in the Project and herein described. Notification shall be in writing and be delivered promptly to the District. District approval of the Project change may be required prior to implementation of any changes.
3. Permittee and the Project shall meet all applicable codes, statutes, ordinances and regulations, and Permittee shall obtain all necessary permits from local, regional, state, and federal agencies.
4. Permittee shall conform to, and this permit is subject to, the permit rules and regulations of the District, including, but not limited to, the District's Coastal Development Permit Regulations.
5. Permittee shall be responsible for compliance with ADA and Title 24 specifications.
6. Permittee shall commence development within two (2) years following the date of the permit issuance by the District. Construction shall be pursued in a diligent manner and completed within a reasonable period of time.
7. The permit is in no way intended to affect the rights and obligations heretofore existing under private agreements nor to affect the existing regulations of other public bodies.
8. This permit shall not be valid unless two copies have been returned to the Development Services Department of the District, upon which copies the Permittee has signed a statement agreeing that the Permittee will abide by the terms, conditions, limitations, and provisions of the permit.

9. The Permittee and contractor shall implement all best management practices (BMPs) during construction and maintenance operations. No non-stormwater (irrigation, wash water, etc.) may discharge to the District's storm drains. Storm water discharges from construction sites to storm drains or to Pacific Ocean are allowable, if they do not contain pollutants.
10. All District tidelands are regulated under Regional Water Quality Control Board Order No. R9-2013-0001, as amended by Order Nos. R9-2015-001 and R9-2015-0100, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0109226, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds Within the San Diego Region (Municipal Permit). The Municipal Permit prohibits any activities that could degrade stormwater quality.

The Permittee shall ensure that post-construction / operational use of this Project site complies with the Municipal Permit and District direction related to permitted activities including the requirements found in the District's Jurisdictional Runoff Management Program (JRMP). The JRMP is available on the District website: <https://pantheonstorage.blob.core.windows.net/environment/JRMP-January-2020-Complete-Document-and-Appendices.pdf> or by contacting the Stormwater Department, (619) 686-6254.

11. This Project may be subject to the District post-construction BMP requirements. If so, approval of the Project by the District is necessarily conditioned upon submission by the Permittee of a specific Stormwater Quality Management Plan (SWQMP) for the Project that meets District requirements and is compliant with the District BMP Design Manual (JRMP Appendix D). If required, the Permittee shall implement all post-construction structural and non-structural BMPs in perpetuity.

The implementation and maintenance of the post-construction BMPs constitute regulatory obligations for the Permittee, and failure to comply with the Municipal Permit, the JRMP, or the District approved SWQMP, including the specific BMPs contained therein, may be considered a violation of the permit and a violation of District Code.

12. In the discretion of the District, prior to commencement of construction, Permittee may be required to require that their contractor(s) furnish security, naming the District as a dual obligee, in the form of a performance bond and a payment bond, each in an amount deemed appropriate by the District to guarantee payment of the subcontractors, completion of the approved work under this permit, and compliance with the conditions and limitations upon which such permit is granted. Prior to commencement of construction, Permittee may also be required by the District to furnish security in the form of a payment bond in an amount deemed appropriate by the District to guarantee payment to the contractor(s) for work performed under this permit.

13. By accepting this permit, Permittee acknowledges and agrees (a) that the Project site may be subject to environmental conditions and hazards; (b) to assume the risks to the Permittee of injury and damage from such conditions in connection with the implementation or operations of the Project; (c) to unconditionally waive any claim of damage or liability against the District, its Board of Port Commissioners, officers, agents and employees ("District" for purposes of this condition) for injury or damage from such conditions to persons performing the development for which this permit is issued or operating on the Project site under this permit; (d) to defend, indemnify and hold harmless, and require that Permittee's contractor(s) engaged to perform the development on the Project defend, indemnify and hold harmless, the District from any claim, demand, liability, loss, action, administrative agency appeal, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment (collectively, Claims) arising out of, resulting from, or in any way related to the performance of the development by Permittee's contractor(s) for which this permit is issued, with the exception of any claim, action, damages, liability or costs arising or resulting from the project caused by the gross negligence or willful misconduct of the District; (e) to defend, indemnify and hold harmless the District from any Claims arising out of, resulting from, or in any way related to Permittees operation of the Project site with the exception of any claim, action, damages, liability or costs arising or resulting from the project caused by the gross negligence or willful misconduct of the District; (f) to defend, indemnify and hold harmless the District from any Claims arising out of, resulting from, or in any way related to the District's approval of the Project, the granting of this permit, and the District's approval of the Final CEQA document; and (g) that Permittee will require Permittee's contractors to name the District as an additional insured on all policies of insurance, now in existence or to be obtained by them, for the work conducted pursuant to this permit.
14. Permittee acknowledges and agrees that: (a) it is the sole and exclusive responsibility of Permittee, and not the District, to ensure that all persons and/or entities who provide any labor, services and/or equipment in connection with the project, shall comply with the requirements of California's prevailing wage laws (the "PWL"), to the extent such laws are applicable; and (b) it is the sole and exclusive responsibility of Permittee, and not the District, to determine whether the Project is subject to the PWL by obtaining a determination by means that do not involve the District. If the Project is determined to be subject to the PWL, Permittee shall comply with all applicable provisions of the PWL, and shall take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project shall likewise comply with all applicable provisions of the PWL.

Permittee further acknowledges and agrees that Permittee's failure to comply with all applicable provisions of the PWL, and/or their failure to take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project comply with all applicable provisions

of the PWL, shall render Permittee, and not the District, liable for all remedies (inclusive of all applicable fines and penalties), afforded by law as a consequence of such non-compliance. Permittee expressly agrees to defend, indemnify and hold harmless the District, from any claim, demand, liability, loss, action, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment arising out of, resulting from, or in any way related to the PWL (collectively "PWL Claim") made against or incurred by the District in any capacity (including, without limitation, as a real party in interest), except for any PWL Claim arising out of the sole negligence or willful misconduct of the District.

15. The conditions of this permit are independent of, and in addition to, the obligations of the Permittee under any existing lease(s), Tidelands Use and Occupancy Permit(s), or other contractual agreement(s) with the District, and are binding upon Permittee and its agents, representatives, successors and permitted assigns.

SHORT TERM CONSTRUCTION MEASURES

1. To minimize noise during construction, the Permittee will require the construction contractor to (a) restrict normal construction activities from 7:00 am to 7:00 pm; and (b) keep construction equipment as far as possible from sensitive receptors.
2. To minimize nuisance effects from lights or glare during construction, the Permittee will require the construction contractor to shield and direct lighting away from adjacent areas.
3. All construction equipment shall be maintained in peak condition to reduce operational emissions.
4. Diesel equipment shall use low-sulfur diesel fuel.
5. Electric equipment shall be used to the maximum extent feasible during construction.
6. The Permittee shall require the construction contractor to provide construction employees with transit and ride share information.
7. The Permittee shall ensure that any site contamination is identified and a site restoration plan, acceptable to the appropriate regulatory agencies, is prepared and implemented to reduce any existing contamination to a level that has no potential to threaten employee or human health as defined under existing regulations. If any potential exists for impacts to employee health from exposure to hazardous materials, workers shall be provided with adequate protective gear.
8. The Permittee shall require all employees that are exposed to noise levels in excess of Occupational Safety and Health Administration hearing protection thresholds,

during construction or operation, to wear noise protection devices (ear plugs and covers) that are protective of individual hearing.

9. For projects over 1 acre, the Permittee and/or contractor shall comply with State Water Resources Control Board Order No. 2009-0009-DWQ (NPDES General Permit No. CAS000002), and Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (commonly known as the "Construction General Permit"), as adopted, amended, and/or modified. Construction activity subject to the Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The Permittee and/or contractor are responsible for submitting to the District a SWPPP that is compliant with the Construction General Permit and District required minimum BMPs. The District requires the use of District SWPPP templates. Once approved, the SWPPP document shall be maintained on the construction site at all times and made available for review by the District or other regulatory agencies.

For projects that include soil disturbing activities greater than 100 sq. ft. but less than 1 acre, or any work occurring over water, the permittee and/or contractor shall comply with the Construction Management section of the District's JRMP as adopted, amended, and/or modified. The JRMP requires development and implementation of a Construction BMP Plan (a mini-SWPPP). The Permittee and/or contractor are responsible for submitting to the District a Construction BMP Plan that is compliant with the District required minimum BMPs. The District requires the use of District Construction BMP Plan templates. Once approved, the Construction BMP Plan document shall be maintained on the construction site at all times and made available for review by the District or other regulatory agencies.

The Permittee and/or contractor is responsible for ensuring that the SWPPP or Construction BMP Plan document is maintained on the site, implemented, and amended as required throughout construction. No discharges of any material or waste, including non-stormwater sources such as potable water or wash water, dust, soil, trash, and debris, may contaminate stormwater or enter the stormwater conveyance system. Any such material that inadvertently contaminates stormwater or enters the stormwater conveyance system as part of site operations shall be removed immediately. All unauthorized discharges to the stormwater conveyance system or the Bay or the ocean shall be reported immediately to the District Stormwater Department, in order to address any regulatory permit requirements regarding spill notifications.

A project's total disturbed soil area (DSA) shall not exceed 5 acres during the rainy season (October 1 - April 30) and 17 acres during the non-rainy season (May 1 - September 30). The District may temporarily increase these limits if the individual site is in compliance with applicable stormwater regulations and the site has adequate control practices implemented to prevent stormwater pollution.

SPECIAL PROVISIONS

1. Permittee shall substantially comply with described "DEVELOPMENT" section of this permit, including all listed project design features.
2. Permittee shall comply with all applicable state and local laws and regulations, including provisions of any permits and/or approvals from local, regional, state, and federal agencies, such as the RWQCB Cleanup and Abatement Order and Remedial Action Plan.
3. Permittee shall comply with the Clean Water Act Sections 401 and 404 Permits as well as any and all applicable laws and regulations for activities within the scope of the Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project.
4. Permittee shall implement all resurfacing, paving, and activities necessary to return the site and any promenade, sidewalk, and parking amenities affected during construction activities to conditions suitable for public use.
5. Permittee shall comply with all applicable Mitigation Monitoring and Reporting Program requirements (Attachment A), as described in the "Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project" Final Environmental Impact Report (UPD# EIR-2018-033; SCH # 2019100658) (Clerk Document No. XXXXX), dated November 2020, and certified by Resolution No. 20xx-xxx on INSERT DATE THAT BOARD APPROVES EIR.

The Mitigation Measures are provided in the following Special Provisions.

6. BIO-1A: Preconstruction California Least Tern Surveys. The project proponent shall schedule and complete all in-water construction activity outside of the nesting season for California least tern (generally between April 1 and mid-September). Should in-water construction occur during the California least tern nesting season, the following construction measures shall be implemented:
 - a. Prior to the start of construction, the contractor, shall retain a qualified biologist approved by the District, that shall continually conduct monitoring of the San Diego Bay waters within 500 feet of construction activities to identify presence of terns displaying foraging behavior (e.g., searching and diving) and assess the potential for adverse impacts or adverse impacts, if any, on California least tern. If adverse impacts on terns occur (e.g., agitation or startling during foraging activities), construction may not commence, and in the event construction has commenced, construction shall cease until the biological monitor determines that no adverse impacts would occur or the California least tern has left the site for longer than 10 minutes.

7. BIO-1B: Marine Mammal and Sea Turtle Construction Monitoring. Prior to construction activities involving in-water vibratory or impact hammer pile removal activities, the project proponent shall implement a marine mammal and sea turtle monitoring program. The monitoring program shall be approved by the San Diego Unified Port District and shall include the following components:
- a. For a period of 15 minutes prior to the start of in-water construction, a qualified biologist who meets the minimum requirements as defined by the National Oceanic Atmospheric Administration's Guidance for Developing a Marine Mammal Monitoring Plan shall be retained by the project proponent and approved by the San Diego Unified Port District and shall continuously monitor the applicable zones of influence of any vibratory pile removal (does not include pile jetting). The contractor shall halt in-water pile removal work if any marine mammals or green sea turtles are observed within the defined zone of influence for the species encountered. Work shall not re-commence until it has been determined that the marine mammals and turtles have left the area or have not been seen on the surface within the zones of influence for a period of 15 minutes.
 - b. The construction contractor shall not start work if any observations of special-status species are made prior to starting pile removal until marine mammals and turtle(s) have not been seen on the surface within the zones of influence for a period of 15 minutes.
 - c. The qualified biologist shall continually monitor the zone of influence during pile removal activities to observe any marine mammals or sea turtles that approach or enter the zone of influence. The qualified biologist shall have authority to stop all work on site and shall do so if a marine mammal or green sea turtle enters the zone of influence or could otherwise be impacted by construction noise from vibratory or impact hammer pile removal operations.
 - d. When performing vibratory pile removal, the contractor shall commence work with a few short pulses followed by a 1-minute period of no activity prior to commencing full pile removal activities. The purpose of this activity is to encourage the marine mammals and green sea turtles in the area to leave the project site prior to commencement of work. The contractor, under the direction of a qualified biologist, shall then commence monitoring as described to determine if marine mammals or turtles are in the area. This process should be repeated if pile removal ceases for a period of greater than an hour.
8. BIO-1C: Construction Vessels. Construction vessel traffic shall not exceed existing ambient speed limits for the marina.

9. BIO-1D: Preconstruction Raptor and General Avian Nest Surveys. If project demolition activities are scheduled to commence during the raptor nesting season (generally January 15 through August 31), preconstruction surveys for raptor nests shall be performed by a qualified biologist within 500 feet of project construction activities no more than 7 days prior to the initiation of construction.

Demolition activities within 500 feet of an identified active raptor nest shall not commence during the breeding season until a qualified biologist determines that the nest is no longer active and any young birds in the area have adequately fledged and are no longer reliant on the nest. Trees with inactive nests can be removed outside the breeding season without causing an impact.

10. BIO-2A: Eelgrass Surveys. Prior to the start of any waterside construction activities, a qualified marine biologist who would be retained by the project proponent and approved by the San Diego Unified Port District shall conduct a preconstruction eelgrass survey per the California Eelgrass Mitigation Policy 2014. Surveys for eelgrass shall be conducted during the active eelgrass growing season (March–October), and results shall be valid for 60 days, unless completed in September or October; if completed in September or October, results shall be valid until resumption of the next growing season. The qualified marine biologist shall submit the results of the preconstruction survey to the San Diego Unified Port District and resource agencies within 30 days. If preconstruction eelgrass surveys identify eelgrass, the qualified marine biologist shall demarcate the distribution of eelgrass to allow tug and barge operators to maintain a safe distance to avoid impacts to eelgrass during construction.

If eelgrass is found during the preconstruction survey, within 30 days of completion of in-water construction activities, a qualified marine biologist retained by the project proponent and approved by the San Diego Unified Port District shall conduct a post-construction eelgrass survey. The post-construction survey shall evaluate potential eelgrass impacts associated with construction. Upon completion of the post-construction survey, the qualified marine biologist shall submit the survey report to San Diego Unified Port District and resource agencies within 30 days.

11. BIO-2B: Eelgrass Mitigation. In the event that the post-construction survey identifies any impacts on eelgrass, the project proponent shall implement the following:
 - a. A qualified marine biologist retained by the project proponent and approved by the San Diego Unified Port District shall develop a mitigation plan for in-kind mitigation. The qualified marine biologist shall submit the mitigation plan to the San Diego Unified Port District and resource agencies within 60 days following the post-construction survey.
 - b. The Eelgrass Mitigation Plan shall specify that the contractor/entity harvesting eelgrass to implement the required mitigation would need to

obtain a scientific collecting permit for eelgrass harvest and a letter of authorization at least 30–60 days prior to implementation.

- c. Mitigation for eelgrass impacts shall be at a ratio of no less than 1.2:1, as required by the California Eelgrass Mitigation Policy. Mitigation shall commence within 135 days of any noted impacts on eelgrass such that mitigation commences within the same eelgrass growing season that impacts occur.
 - d. Upon completing mitigation, the qualified biologist shall conduct mitigation performance monitoring per the California Eelgrass Mitigation Policy, at performance milestones of 0, 12, 24, 36, 48, and 60 months. The qualified biologist shall conduct all mitigation monitoring during the active eelgrass growing season and shall avoid the low growth season (November–February). Performance standards shall be in accordance with those prescribed in the California Eelgrass Mitigation Policy.
 - e. The qualified biologist shall submit the monitoring reports and spatial data to the San Diego Unified Port District and resource agencies within 30 days after the completion of each monitoring period. The monitoring reports shall include all the specific requirements identified in the California Eelgrass Mitigation Policy.
12. BIO-2C: Avoidance of Eelgrass Due to Anchored Barges, Boat Navigation, and Propeller Wash. If eelgrass is found during the preconstruction survey, tug and barge operators shall ensure that anchored construction barges are outside of eelgrass beds. Additionally, tugboat operators shall be instructed that propeller wash can damage eelgrass. No anchoring (and other bottom-disturbing activities) shall occur within eelgrass beds, and propeller wash shall not be directed toward eelgrass beds.
13. CUL-1: Historic American Buildings Survey Level 2 Documentation. Prior to demolition, the Marine Terminal Building, marine railway, and pier shall be documented to Historic American Buildings Survey Level 2 standards, according to the outline format described in the Historic American Building Survey Guidelines for Preparing Written Historical Descriptive Data, and be approved by the District. Photographic documentation shall follow the Photographic Specification – Historic American Building Survey, including 10–20 archival quality, large-format photographs of the exterior and interior of the building and its architectural elements. Construction techniques and architectural details shall be documented, especially noting the measurements, hardware, and other features that tie architectural elements to a specific date. If feasible, views of the pier and/or railway and their association with the building should be documented from the water with views to the west. The original architectural plans shall be archivally reproduced following Historic American Buildings Survey standards. Three copies of the Historic American Buildings Survey documentation package, with one copy

including original photograph negatives, shall be produced, and at least one of these copies shall be placed in an archive or history collection accessible to the general public.

14. CUL-2: Historical Interpretive Exhibit. An interpretative opportunity that would communicate the significance of the Lockheed Martin Marine Terminal Facilities to the San Diego community would be developed. This opportunity shall consist of a permanent interpretive exhibit that shall incorporate information from historic photographs, Historic American Buildings Survey documentation, or other materials in a location accessible to the public. The minimum size of the exhibit should be 2 feet by 3 feet and could be mounted on a pedestal at an angle or mounted vertically on a building or structure. The interpretive exhibit shall be developed by a qualified team, including a historian and graphic designer, and approved by the San Diego Unified Port District. If the exhibit could not be located at the current location, another appropriate venue on Harbor Island shall be considered by the San Diego Unified Port District during development and review of the interpretive exhibit.

Exhibits:

1. Project Location Map
2. Project Site Plan

Attachment:

- A. Mitigation Monitoring and Reporting Program

If you have any questions on this permit, please contact the Development Services Department of the San Diego Unified Port District at (619) 686-6419.

RANDA CONIGLIO
President/Chief Executive Officer

By: _____
Wileen C. Manaois
Director, Development Services

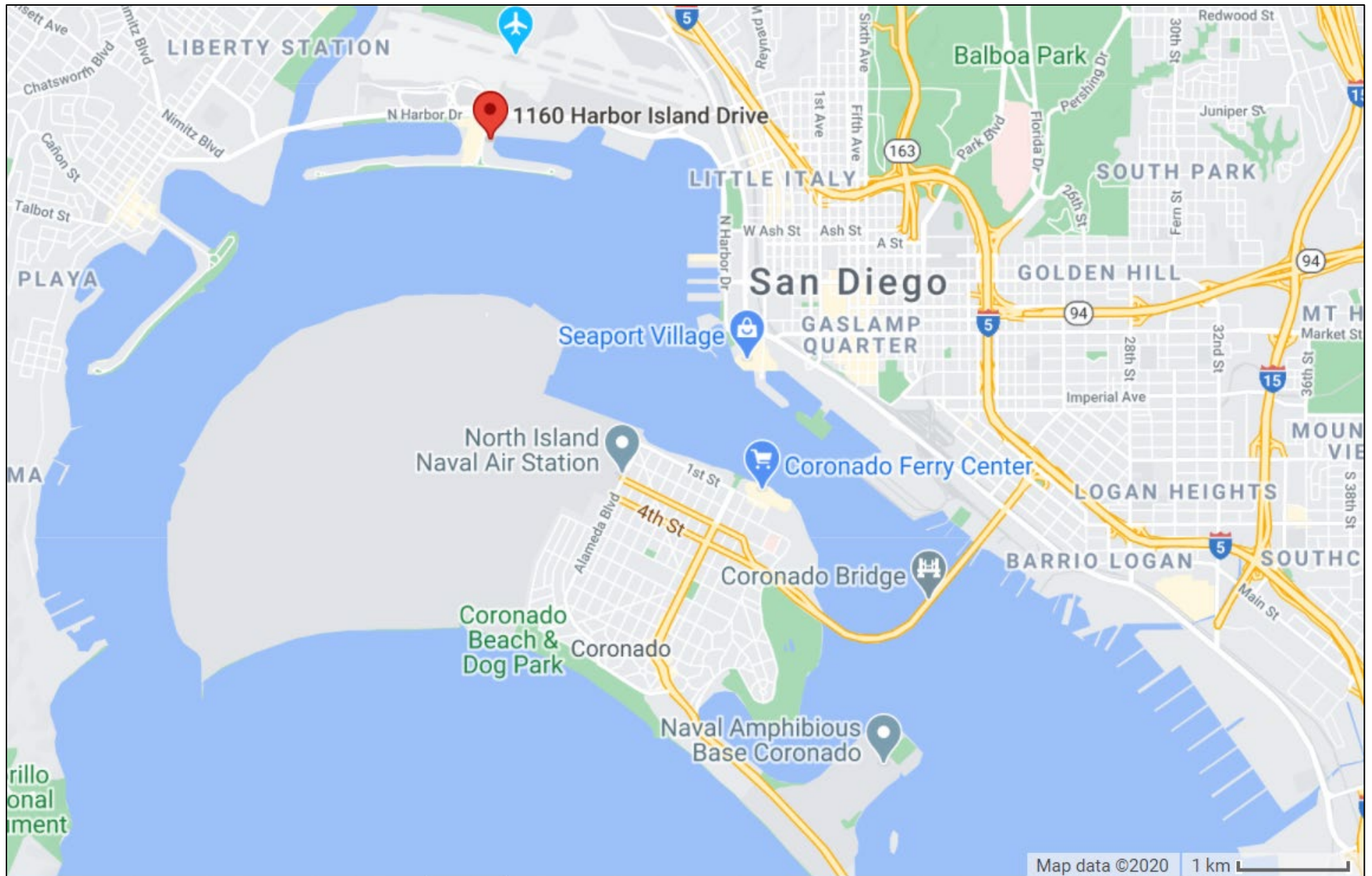
I have read and understand the terms, conditions, limitations, and provisions of this permit and agree to abide by them.

Signature of Permittee

Brian Thorne

Senior Manager, Lockheed Martin Corporation

Date





Source: SanGIS Imagery 2017; Anchorqea 2019.