CAL MARITIME

California State University Maritime Academy

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Waterfront Master Plan
California State University Maritime Academy

Date: December 1, 2022

To: State Clearinghouse, Responsible Agencies, Trustee Agencies, Interested Parties, and Individuals

Lead Agency: California State University Board of Trustees

Public Review Period: December 1, 2022 – January 3, 2023

Purpose of the Notice: The intent of this Notice of Preparation (NOP) is to inform agencies and interested parties that the California State University Maritime Academy (Cal Maritime) is preparing a Draft Environmental Impact Report (EIR) for the Cal Maritime Waterfront Master Plan (proposed project). The California State University (CSU) Board of Trustees (Board) is the lead agency pursuant to the California Environmental Quality Act (CEQA) and as such is responsible for complying with the provisions of CEQA.

This NOP has been prepared pursuant to Sections 15082 and 15083 of the State CEQA Guidelines and initiates a public scoping period that will assist Cal Maritime in the preparation of the Draft EIR. The purpose of the NOP is to provide potential responsible agencies, trustee agencies, and other interested parties with a description of the project and its potential environmental impacts and to provide the opportunity to submit input regarding the scope and content of the EIR, including possible environmental impacts, mitigation measures, and alternatives.

The 30-day public scoping period commenced on December 1, 2022 and will conclude on January 3, 2023.

Project Location: The approximately 22-acre project site (Assessor's parcel number (APN) 006-209-0030) is located within the Cal Maritime campus boundaries in the City of Vallejo, at the foot of the Carquinez Bridge in southwest Solano County. The regional location is shown in Figure 1. The approximately half-mile of waterfront is the campus's dominant natural feature and the main focal point of Cal Maritime instruction and activities.

The project site boundaries are shown in Figure 2. The main pier and berth for the existing Training Ship Golden Bear (TSBG) and adjacent boat basin are major features of the southeastern edge of the waterfront. Existing uses are shown in Figure 3. The entirety of the Cal Maritime waterfront and in-water marine structures comprise the total planning area of the proposed project. Beyond the campus, surrounding uses and points of interest include residential uses (the Crystal Pointe neighborhood) northwest of the campus, Carquinez Bridge Vista Point just east of the campus, and

Livingstone's Inspiration Park and Bay Area Ridge Trail to the east on the far side of I-80. Figure 4 shows the project vicinity.

Background and Purpose of the Waterfront Master Plan: The waterfront is the most prominent feature of the Cal Maritime campus and supports teaching and recreational programming. Facilities include an approximately 2,640-foot-long publicly accessible waterfront promenade and public parking, an operational port for small craft, an operating pier, and the TSGB, a 500-foot training vessel used for cadet instruction and onboard living as part of that training.

The waterfront has never undergone comprehensive master planning and instead has evolved over time in response to programmatic needs. The condition of many of the waterfront facilities and infrastructure varies from good to poor and extensive repairs or upgrades are needed. Cal Maritime also anticipates academic and operational changes over the next 5-10 years that elevate the need for a waterfront master plan. A critical component of the proposed project is preparation for arrival of the next generation of state-of-the-art training ship: the National Security Multi-Mission Vessel (NSMV). Cal Maritime's new training vessel will be the fifth in a fleet of ships specifically designed for U.S. State Maritime Academies and will replace the TSGB. Its arrival is currently scheduled for late 2026.

Arrival of Cal Maritime's NSMV will elevate the level of training and shipboard experience for cadets. Moreover, since these vessels remain part of the Maritime Administration's (MARAD) National Defense Reserve Fleet, they may be called into specialized national service. The ship's dual roles in training and service place unique demands on the landside and in-water infrastructure supporting its future Cal Maritime home port.

The Waterfront Master Plan is intended to identify and integrate key projects into a comprehensive plan to guide redevelopment of Cal Maritime's in-water and landside facilities and infrastructure to support academic and port operations, public access, environmental factors, and long-term resiliency. Implementation of the proposed project would occur in three phases spanning 10 years.

Project Description: The proposed project seeks to implement improvements along Cal Maritime's waterfront and identifies three phases of development over the next 10+ years, each of which is summarized below. Figure 5 provides a conceptual rendering of the Waterfront Master Plan and Figure 6 illustrates all of the individual components of the proposed Waterfront Master Plan at full completion.

Phase One of the project is essential to fulfilling Cal Maritime readiness for NSMV arrival and would include expansion of the main pier to a new length of approximately 471 feet and widening of the linking trestle to approximately 70 feet; and installation of a series slips and berthing areas for Cal Maritime's fleet of work boats, tugboats, small passenger boats, and other vessels currently located offsite and/or planned for future acquisition. Phase One also includes improvements to landside operational facilities and infrastructure. As shown on Figure 7, Phase One components would include:

- Main pier expansion or replacement and temporary relocation of the Training Ship Golden Bear (TSBG) to a nearby location to be determined
- Dredging of main pier berth pocket and existing boat basin (Basin 1) including potential maintenance dredging approximately every five years
- Installation of navigation aids

- New floating and training docks at Basin 1
- Expansion and upgrades of the marine yard, including new retaining wall
- Utilities relocation and upgrades
- Arrival and operation of NSMV

It is anticipated that the level of design and engineering of Phase One components will be sufficient to support project-specific analysis.

Phase Two of the project would focus on expansion of cadet instruction and marine programs including expansion of the basin to create Basin 2 through development of a new breakwater and installation of additional slips and berths for Cal Maritime's boat fleet, and other vessels currently located offsite and/or planned for future acquisition. A total of 10,800 square feet of additional floating slips/berthing area (approximately 26 slips/berthing positions) would be provided in Basin 2. Renovation of the boathouse would also occur in Phase Two. As shown on Figure 8, Phase Two components would include:

- Seismic retrofit and renovation of boathouse
- New pier and creation of Basin 2
- New floating and training docks at Basin 2
- Shoreline enhancements between the boathouse and new pier including improvements along the existing pedestrian path to provide diverse recreational opportunities such as resting nodes with seating elements, waterfront plaza, public pier and view deck with a shade structure, fire pit, and furnishings

Phase Three of the project would add classrooms and outdoor learning spaces associated with the Marine Programs Multi-Use Building. A marine hydrokinetic (MHK) barge and linking trestle are also envisioned during this phase but may be advanced to Phase Two based on Cal Maritime's prioritization of the master plan projects. This phase would also focus on betterment of the campus-coastline experiences and open spaces and heightened level of resilience to climate and storm-related stresses. As shown on Figure 9, Phase Three components would include:

- Marine Programs Multi-Use Building
- Harbor Control Tower
- MHK Barge and Linking Trestle
- Central Waterfront Esplanade Canopy
- Row House and Floating Landing
- Shoreline Enhancements between the row house and dining center
- Waterfront overlook/outdoor room one
- Waterfront overlook/outdoor room two

Phase Two and Three components will be analyzed at a programmatic level as some project-specific details are not yet finalized.

Potential Environmental Effects: The EIR will describe the significant direct and indirect environmental impacts of the project. The EIR will also evaluate the proposed project's incremental contributions to the cumulative impacts of past, present, and probable future projects. Cal Maritime has preliminarily determined that the project could result in potentially significant environmental impacts in the following resource areas, which will be evaluated in detail in the EIR:

- **Aesthetics:** Temporary and long-term changes in visual character or views of the site from key public vantage points
- **Air Quality:** Temporary increases in air pollutant emissions associated with construction and long-term increases associated with project operations
- **Archaeological, Historical, and Tribal Cultural Resources:** Substantial adverse changes to known or unknown archaeological, historical, or tribal cultural resources
- **Biological Resources:** Potential for impacts on sensitive aquatic and terrestrial habitats, including impacts on sensitive plants and wildlife
- **Energy**: Energy consumption for construction and operation of the project
- **Geology and Soils:** Potential to exacerbate geologic hazards from project construction activities if geologic hazards are present within the project site
- **Greenhouse Gas Emissions:** Temporary increases in greenhouse gas (GHG) emissions associated with mobile-source exhaust from construction worker commute trips, truck haul trips, and equipment (e.g., excavators, graders); and long-term GHG emission increases associated with project operations, including stationary and mobile sources
- **Hazards and Hazardous Materials:** Potential risks associated with accident or upset conditions during construction or due to the potential use, storage, or transportation of hazardous materials related to project construction and operations
- **Hydrology and Water Quality:** Alteration of drainage patterns, increases in impervious surfaces and stormwater runoff, and potential impacts to water quality during construction and operation of the project
- **Land Use and Planning:** Relationship to campus planning efforts including the Cal Maritime Physical Master Plan and, in the interest of intergovernmental coordination, San Francisco Bay Conservation and Development Commission policies and any other plans and policies relevant to the project
- **Noise:** Temporary increases in noise and vibration levels during construction and long-term increases in noise from project operation
- **Public Services and Recreation:** The need for new or expanded public service facilities and potential for the construction of such facilities to result in significant impacts to the environment
- **Transportation:** Temporary and long-term increases in vehicular trips, potential traffic hazards on local roadways, and impacts to transit, pedestrian, or bicycle facilities due to construction and operations
- **Utilities and Service Systems:** Increased demand for water, wastewater service, electricity, and natural gas at the project site and the potential need to increase the capacity of existing infrastructure
- **Wildfire:** Potential for the project to exacerbate existing wildfire risks

These environmental issues and related impacts will be evaluated in detail in the EIR at the project or programmatic level. As necessary, feasible and practicable mitigation measures will be recommended to reduce any identified significant or potentially significant impacts.

Cal Maritime anticipates that the project would not result in significant environmental impacts to agriculture and forest resources, mineral resources, and population and housing, and does not propose to evaluate them in depth in the EIR. Brief discussions of these resources will be provided in the EIR with explanations as to why significant impacts are not anticipated.

Potential Permits and Approvals Required: As the lead agency pursuant to CEQA, CSU is responsible for considering the adequacy of the EIR and determining whether to approve the project. However, certain project components may be subject to permitting and/or approval by agencies other than the CSU Board of Trustees. Approvals and permits that may be required from other agencies include:

- **United States Department of Transportation Maritime Administration (MARAD):** Federal lead agency responsible for compliance with the National Environmental Policy Act (NEPA) related to federally funded project components associated with NSMV, namely proposed changes to the main pier and potentially navigational aids to assist with vessel berthing
- **United States Army Corps of Engineers:** Clean Water Act Section 404 Permit and Section 10 of the Rivers and Harbors Act Permit for impacts to waters of the United States
- **San Francisco Bay Conservation and Development Commission:** Major permit under the McAteer Petris Act for activities related to in-water work, shoreline band work, and public access
- **San Francisco Regional Water Quality Control Board:** Water Quality Certification under Section 401 of the Clean Water Act and a Waste Discharge Requirement Order under the State Porter Cologne Act
- **State Lands Commission:** Basin expansion and MHK Barge
- **US Coast Guard:** Basin expansion and MHK Barge
- **State Historic Preservation Office:** Boathouse renovations

Comment Period: Written comments on the scope and content of the Draft EIR may be submitted during the scoping period, which runs from December 1, 2022 – January 3, 2023. Cal Maritime will accept mailed or electronic comments submitted by 5:00 p.m. on January 3, 2023, to the following addresses:

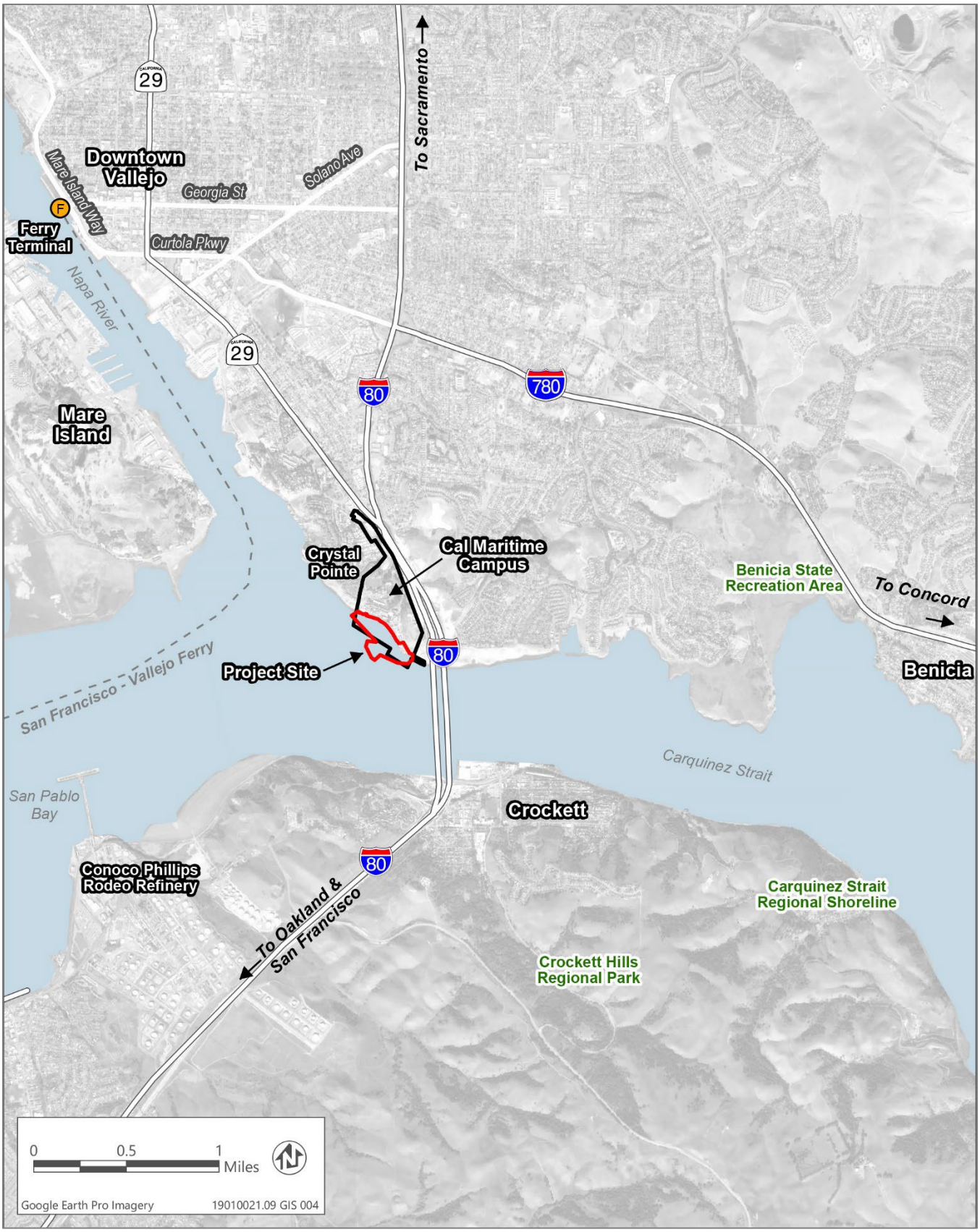
Huy Hoang
Project Manager
200 Maritime Academy Drive
Vallejo, CA 94590
Email: Huy.Hoang@cordobacorp.com

Comments provided via email should include “Cal Maritime Waterfront Master Plan NOP Scoping Comment” in the subject line and the name and physical address of the commenter in the body of the email.

Public Scoping Meeting: Cal Maritime will host a public scoping meeting on December 8, 2022, beginning at 5:00 p.m. to inform interested parties about the project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The scoping meeting will be held as a webinar.

Participants must register to attend the scoping meeting here:
https://us06web.zoom.us/webinar/register/WN_5EBs3McHQOuTGouZks4xjQ

After registering, participants will receive a link via email to join the webinar on December 8, 2022.



Source: Adapted by Ascent Environmental in 2022

Figure 1 Regional Location



Source: Adapted by Ascent Environmental in 2022

Figure 2 Project Site



Source: Adapted by Ascent Environmental in 2022

Figure 3 Existing Uses



Source: Adapted by Ascent Environmental in 2022

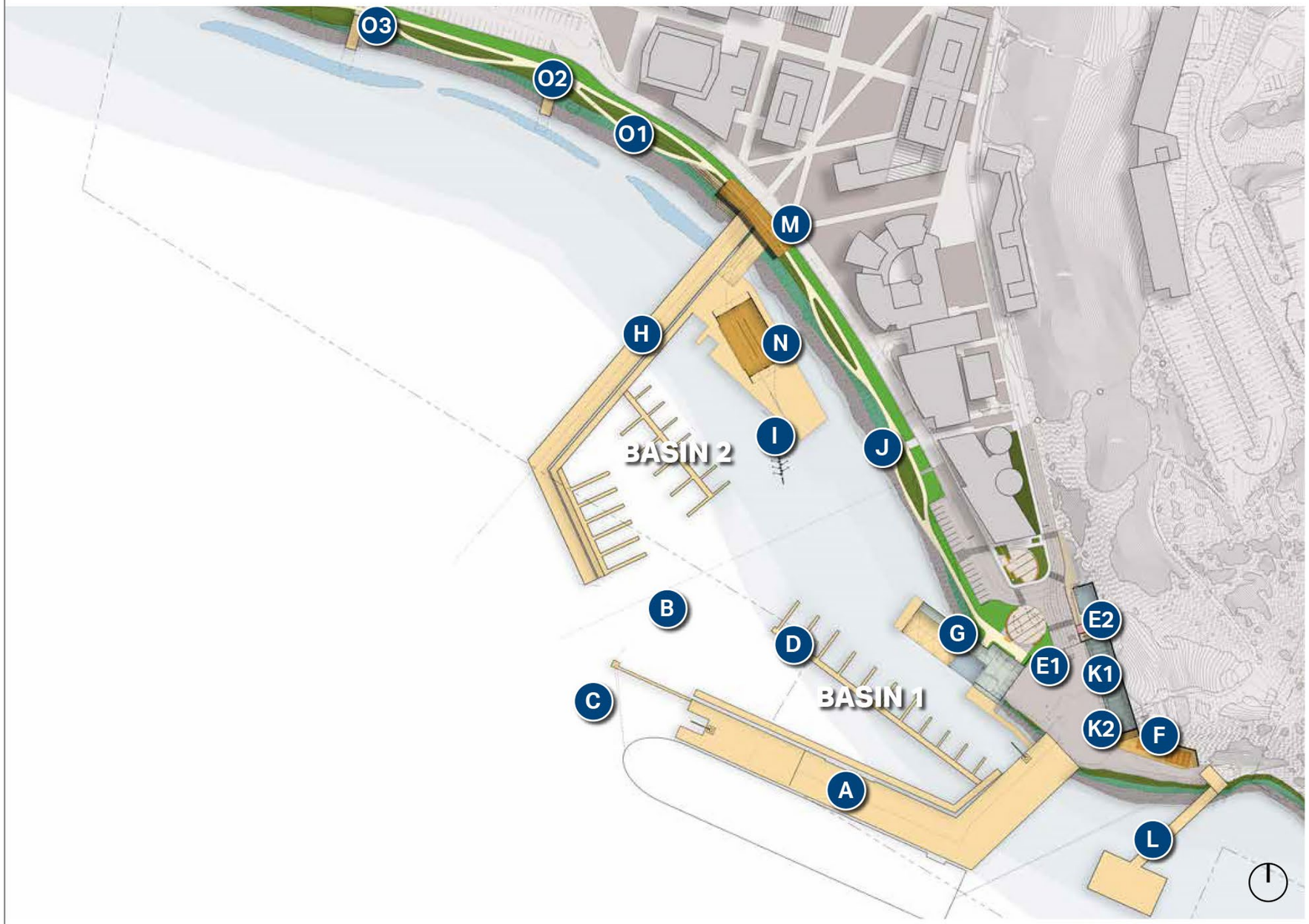
Figure 4 Local Vicinity



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Source: Adapted by Ascent Environmental in 2022

Figure 5 Waterfront Master Plan Conceptual Rendering



Legend

A	Main Pier Expansion
B	Dredging of Boat Basin and Approaches (As Necessary)
C	Navigation Aids
D	New Floating and Training Docks at Basin 1
E1	Marine Logistical Yard Upgrade (Linking Gatehouse to Pierhead)
E2	Yard Expansion and New Site Retaining Wall
F	Utilities Relocation and Upgrade
G	Seismic Retrofit and Renovation of Boathouse
H	New Accessible Breakwater and Creation of Basin 2
I	New Floating and Training Docks at Basin 2
J	Shoreline Enhancements (Boathouse to New Accessible Breakwater)
K1	Marine Programs Multi-Use Building
K2	Harbor Control Tower
L	Marine Hydrokinetic (MHK) Barge and Linking Trestle
M	Central Waterfront Esplanade Canopy
N	Row House and Floating Landing
O1	Shoreline Enhancements (Row House to Dining Center)
O2	Waterfront Overlook / Outdoor Room One
O3	Waterfront Overlook / Outdoor Room Two

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Source: Adapted by Ascent Environmental in 2022

Figure 6 Waterfront Master Plan: All Components

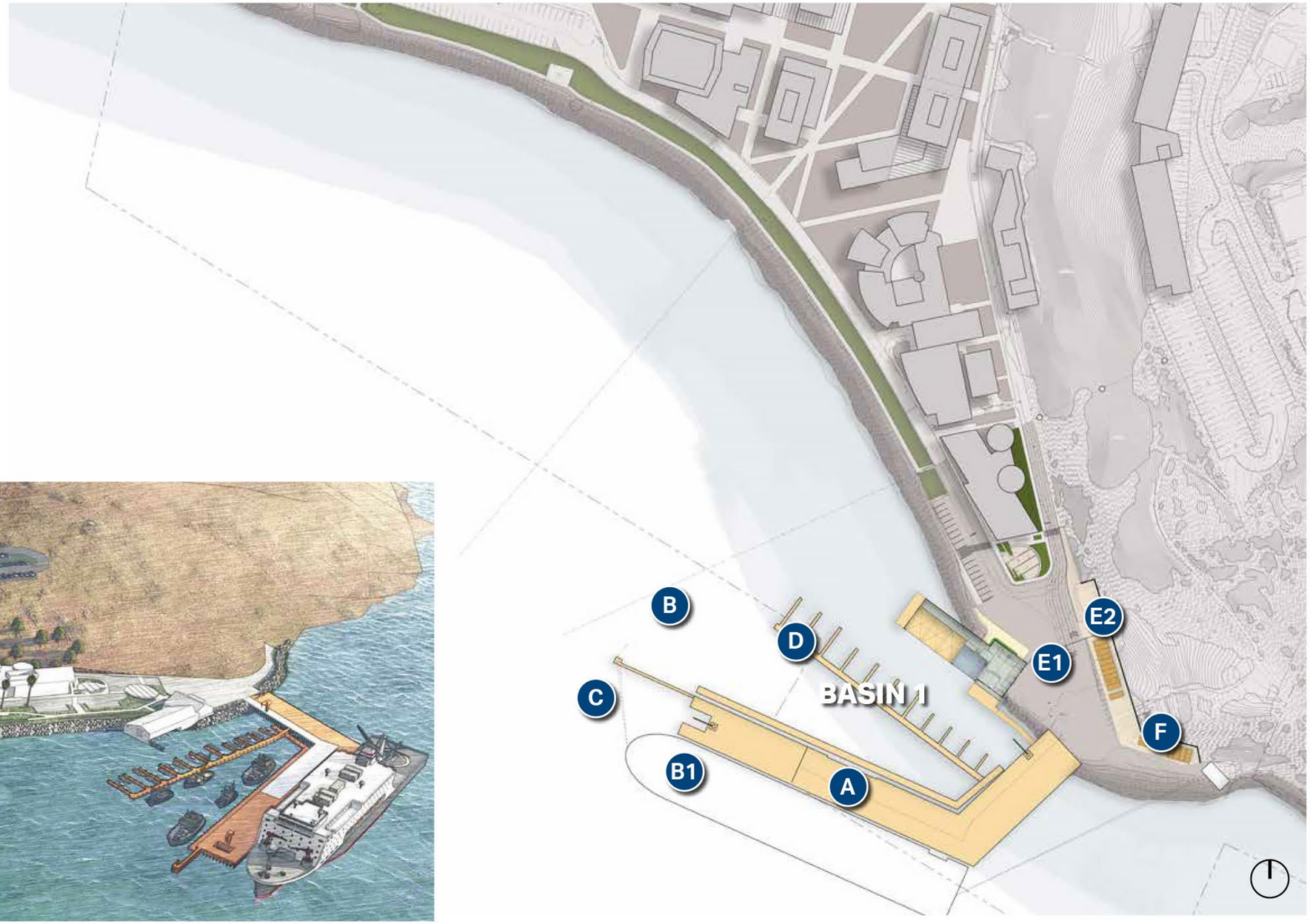
Legend

A	Main Pier Expansion
B	Dredging of Boat Basin and Approaches (As Necessary)
C	Navigation Aids
D	New Floating and Training Docks at Basin 1
E1	Marine Logistical Yard Upgrade (Linking Gatehouse to Pierhead)
E2	Yard Expansion and New Site Retaining Wall
F	Utilities Relocation and Upgrade

Legend

Phase One Components





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Source: Adapted by Ascent Environmental in 2022

Figure 7 Waterfront Master Plan: Phase One Components

Legend

G	Seismic Retrofit and Renovation of Boathouse
H	New Accessible Breakwater and Creation of Basin 2
I	New Floating and Training Docks at Basin 2
J	Shoreline Enhancements (Boathouse to New Accessible Breakwater)

Legend

Phase Two Components



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Source: Adapted by Ascent Environmental in 2022

Figure 8 Waterfront Master Plan: Phase Two Components

Legend

K1	Marine Programs Multi-Use Building
K2	Harbor Control Tower
L	Marine Hydrokinetic (MHK) Barge and Linking Trestle
M	Central Waterfront Esplanade Canopy
N	Row House and Floating Landing
O1	Shoreline Enhancements (Row House to Dining Center)
O2	Waterfront Overlook / Outdoor Room One
O3	Waterfront Overlook / Outdoor Room Two



Legend

Phase Three Components

19010021.09 GRX 008

Source: Adapted by Ascent Environmental in 2022

Figure 9 Waterfront Master Plan: Phase Three Components