



NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE: LOCKHEED MARTIN HARBOR ISLAND FACILITIES
DEMOLITION AND SEDIMENT REMEDIATION PROJECT
APPLICANT: Lockheed Martin Corporation
LOCATION: 1160 Harbor Island Drive, City of San Diego, 92101, County of San Diego
REFERENCE: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375

The San Diego Unified Port District (District) will be the lead agency in preparing an Environmental Impact Report (EIR) for the proposed Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project (project). The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR. For certain agencies, this may be relevant to the statutory responsibilities in connection with the project. An agency may need to use the project's EIR when considering permits or other approvals for the project. The project description, location, and possible environmental effects of the project are contained in the attached materials.

Due to the time limits mandated by state law, comments must be sent at the earliest possible date but no later than 30 days after the issuance of this notice. **Comments regarding environmental concerns will be accepted until 5:00 p.m. on December 2, 2019**, and should be mailed to San Diego Unified Port District, Development Services Department, Attn: Juliette Orozco, Associate Planner, 3165 Pacific Highway, San Diego, California 92101 or emailed to jorozco@portofsandiego.org.

A public scoping meeting regarding the proposed EIR will be held on November 13, 2019, beginning at 5:00 p.m. at the San Diego Unified Port District Administration Building, Training Room, 3165 Pacific Highway, San Diego California 92101.

For questions regarding this Notice of Preparation, please contact Juliette Orozco, Associate Planner, at (619) 686-6237.

Signature

Wileen C. Manaois

Director, Development Services

10/25/19

Date

Issuance Date: October 31, 2019

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San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101

NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
LOCKHEED MARTIN HARBOR ISLAND FACILITIES DEMOLITION AND
SEDIMENT REMEDIATION PROJECT (UPD #EIR-2018-033)

Publication of this Notice of Preparation (NOP) initiates the San Diego Unified Port District's (District's) compliance with the California Environmental Quality Act (CEQA) for the proposed Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project (project). The NOP is the first step in the Environmental Impact Report (EIR) process. It describes the project and is distributed to responsible agencies, trustee agencies, cooperating federal agencies, and the general public. As stated in CEQA Guidelines, Section 15375, the purpose of the NOP is "to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR." The District is the CEQA lead agency, and Lockheed Martin Corporation is the applicant/proponent.

Project Location

The project site is located at 1160 Harbor Island Drive in the City of San Diego (City) adjacent to the northern and western banks of the East Basin of San Diego Bay (Figure 1, Regional Location). The East Basin is a relatively shallow (–15 to –10 mean lower low water) artificial embayment of San Diego Bay that is enclosed on three sides. The East Basin was formed by dredging in the early 1960s, with the dredge spoil used to create Harbor Island). The project site is approximately 64,000 square feet, with the landside comprising approximately 32,000 square feet and the waterside comprising approximately 32,000 square feet.

Project Background

The Lockheed Martin Harbor Island Facilities discussed in this document are referred to as the Lockheed Martin Marine Terminal Facilities (MTF) because of their combination of landside and waterside infrastructure. The MTF are located on land that is owned by the District and have been leased by various Lockheed Martin Corporation entities since 1966. Lockheed Aircraft Company began leasing the Lockheed MTF site from the District in April 1966. At that time, the Lockheed

site included a recently constructed (between 1965 and 1966) building and a pier and railway that extended into the San Diego Bay's East Basin. The Deep Quest, a deep submergence vehicle owned by the Lockheed Missiles and Space Company, began operating from the Lockheed Marine Terminal and Railway Facility in 1969. In 1971, the Lockheed site lease was assigned to Lockheed Missiles and Space Company. From 1971 through 2009, as part of the U.S. Navy's Deep Submergence Systems Program, deep submergence vehicle and deep submergence rescue vehicle maintenance operations were conducted at the Lockheed site. At the termination of the lease, Lockheed Martin Corporation is required to remove installations and improvements on the MTF. The MTF are currently vacant.

Polychlorinated biphenyls, metals, and other pollutant wastes were discharged to San Diego Bay throughout the years and have resulted in the accumulation of contaminants in marine sediments along the northern shore of central San Diego Bay. This accumulation has resulted in conditions identified by the San Diego Regional Water Quality Control Board as potentially impacting beneficial uses (aquatic life, aquatic-dependent wildlife, and human health). A Clean Up and Abatement Order was issued for the site on January 2017.

The District and the Lockheed Martin Corporation entered into a settlement agreement in March 2017 in response to the release or threatened release of hazardous substances at the MTF. Under the settlement agreement, the Lockheed Martin Corporation is responsible for the implementation of site remediation pursuant to the San Diego Regional Water Quality Control Board's Clean Up and Abatement Order. A Draft Remedial Action Plan was developed and addresses contaminated sediments present in the East Basin of Harbor Island offshore from the Former Tow Basin and Lockheed Martin Company Marine Terminal and Railway Facility Sites. The San Diego Regional Water Quality Control Board will consider approval of a Final Remedial Action Plan following the completion of the CEQA process.

Project Description

The project proposes demolition landside and waterside components of the existing MTF located at 1160 Harbor Island Drive (Figure 2, Project Site) and remediation of the waterside sediment in the surrounding basin.

Activities would be broken down 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, marine railway dredging, and waterside remediation; and Phase 3 would include post-remediation activities, including demolition of paved areas. It is anticipated that the project would be completed in approximately 6 months, with the projected schedule for Phase 1 being from September 2020 to October 2020, Phase 2 from October 2020 to January 2021, and Phase 3 in February 2021.

Phase 1

Landside Demolition

The first phase would include the demolition of the MTF. Existing utilities within the existing two-story 5,500-square-foot marine terminal 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 offshore 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 offshore 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 and/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. Silt curtains would be used as necessary to minimize the transport of suspended solids. In addition, a floating surface debris boom would be deployed equipped with skirts and absorbent pads to capture floating surface debris and to control potential oil sheen movement. The water's turbidity levels would be monitored during demolition activities. 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, offshore contaminated sediments with elevated mercury levels, would be dredged within an approximately 22,676-square-foot area, as shown on Figure 3, Project Components. 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.

Throughout dredging operations, silt curtains would be used to contain suspended sediment during dredging and debris removal operations. Each silt curtain would include an oil boom component contained within 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.

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'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.

The following best management practices would be used during dredging activities and would be required through the Coastal Development Permit proposed for the project:

- 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.
- The drag of the dredge bucket would be prohibited along the sediment surface.
- The stockpiling of sediments underwater would be prohibited.
- 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 Section 401 Water Quality Certification requirements.
- Dredging operations would be evaluated and modified as necessary if water quality monitoring shows exceedance of predetermined numerical targets due to dredging operations.

- 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.
- Prior to removal from the SMA, haul trucks would be washed at an on-site truck wash to prevent track out of sediment.

Sediment Remediation

Once dredging is complete, the project would place clean sand cover on up to 92,170 square feet of the site (see Figure 3). Sand cover may be amended with granular activated carbon, as determined in the Final Remedial Action Plan to be approved by the San Diego Regional Water Quality Control Board. The granular activated carbon would be obtained from a local supplier. The clean sand cover would be placed on areas targeted for remediation on approximately 7,878 square feet of the clean sand cover area (see Figure 3). 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. A silt curtain would be placed around the sand placement area to reduce turbidity caused by placement operations.

Phase 3 Activities

Post-Remediation Activities

After demolition, dredging, and remediation, the project site would be returned to a vacant, undeveloped site. Once the sediment has been dredged and disposed of, the asphalt and concrete paving areas associated with 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. Drought-tolerant vegetation would be planted, and an irrigation system would be installed. 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.

Environmental Considerations

The Draft EIR will address the following potential project-related and cumulative environmental effects of the proposed project: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, and tribal cultural

resources. The Draft EIR will also address other potential impacts identified during the NOP process, identify feasible mitigation measures and a reasonable range of alternatives, and include the other additional mandatory sections required by CEQA. A proposed Mitigation Monitoring and Reporting Program to address the potentially significant adverse impacts of the project will also be presented to the Board of Port Commissioners for consideration. The Environmental Initial Study Checklist is attached.

Comments

This NOP is available for a 30-day public review period that starts on October 31, 2019, and ends at 5:00 p.m. on December 2, 2019. Written comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District
Development Services Department
Attn: Juliette Orozco, Associate Planner
3165 Pacific Highway
San Diego, California 92101

Or emailed to: jorozco@portofsandiego.org

Public Scoping Meeting

A public scoping meeting to solicit comments on the scope and content of the EIR for the project will be held on November 13, 2019, beginning at 5:00 p.m. at the San Diego Unified Port District Administration Building, Training Room, 3165 Pacific Highway, San Diego California 92101. The District, as the CEQA lead agency, will review the public comments received during the scoping period to determine what issues should be addressed in the EIR. Other opportunities for the public to comment on the potential environmental effects of the project are as follows:

- A minimum 45-day public review and comment period for the Draft EIR
- A public hearing for the Board of Port Commissioners to consider certification of the Draft EIR

For questions regarding this NOP, please contact Juliette Orozco, Associate Planner, at (619) 686-6237.

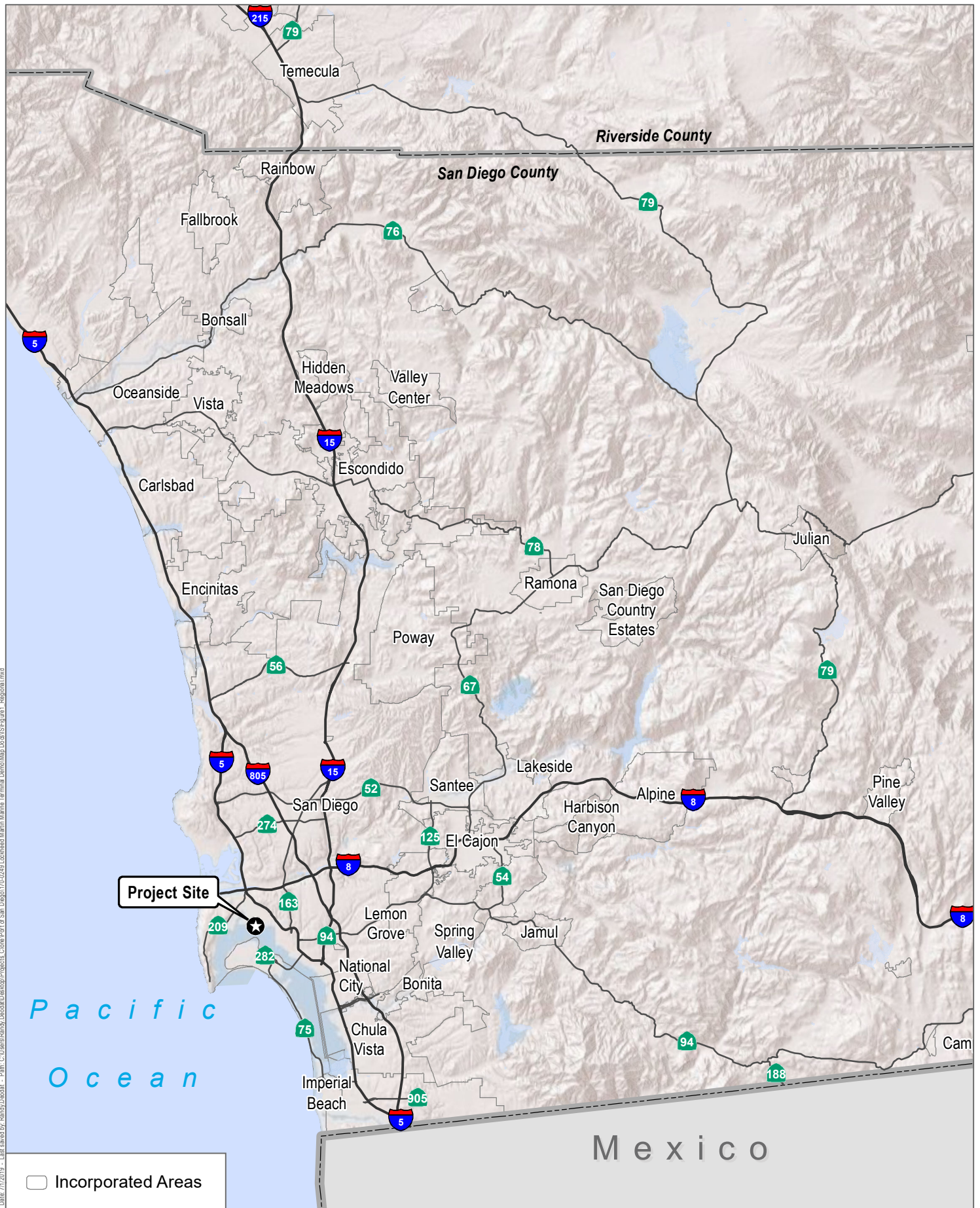
Attachments

Figure 1: Regional Location

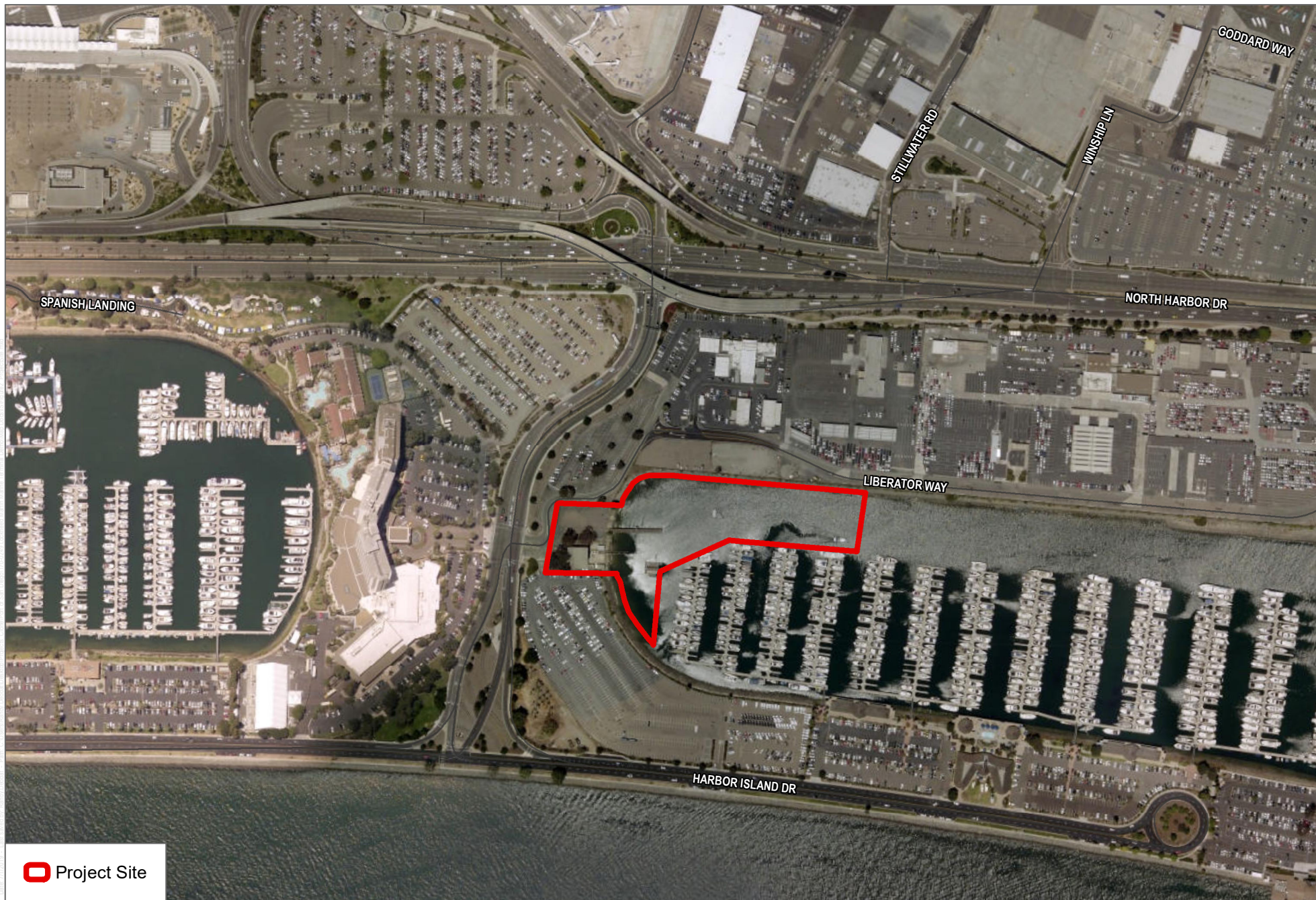
Figure 2: Project Site

Figure 3: Project Components

Environmental Initial Study Checklist



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 Project Site

Source: SanGIS Imagery 2017; Anchorqea 2019.



Harris & Associates



0 100 200
Feet

Figure 2
Project Site

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Source: SanGIS Imagery 2017; Anchorqea 2019.



Harris & Associates



0 100 200 Feet

Figure 3

Project Components

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Environmental Initial Study Checklist

Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project

October 2019

Prepared for:



**San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101
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Acronyms and Abbreviations

ACM	Asbestos Containing Materials
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDDB	California Natural Diversity Database
CRHR	California Register for Historic Resources
CWA	Clean Water Act
District	San Diego Unified Port District
DOT	California Department of Transportation
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
FHSZ	Fire Hazard Safety Zones
FMP	Fisheries Management Plan
GHG	greenhouse gas
INRMP	Integrated National Resources Management Plan
LCS	Lead Containing Surfaces
NMFS	National Marine Fisheries Service
MHPA	Multi-Habitat Planning Area
MSCP	Multiple Species Conservation Program
MTF	Lockheed Martin Marine Terminal Facilities
PM ₁₀	Particulate matter of 10 microns in diameter or smaller
PM _{2.5}	Particulate matter of 2.5 microns in diameter or smaller
PMP	Port Master Plan
project	Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SIP	State Implementation Plan
SMA	Sediment Management Area
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
USFWS	U.S. Fish and Wildlife Service
WMA	Watershed Management Area

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Section 1 Introduction

The following Environmental Initial Study Checklist addresses the environmental impacts associated with the implementation of the proposed Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project (project). This Environmental Initial Study Checklist has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended, the CEQA Guidelines and the San Diego Unified Port District's (District's) CEQA Guidelines.

1.1 Initial Study Information Sheet

1. Project title:

Lockheed Martin Harbor Island Facilities Demolition and Sediment Remediation Project

2. Lead agency name and address:

San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101

3. Contact person and phone number:

Juliette Orozco
Associate Planner, Development Services Department
(619) 686-6237

4. Project location:

Lockheed Martin Marine Terminal Facilities
1160 Harbor Island Drive
San Diego, California 92101

5. Project Applicant's and Proponent's name and address:

Brian Thorne
Lockheed Martin Corporation
2550 North Hollywood Way, Suite 406
Burbank, California 91505-5047

6. Port Master Plan designations:

Water Uses: Recreational Boat Berthing, Specialized Berthing, and Boat Navigation Corridor
Land Use: Industrial Business Park

7. Zoning designation:

Pursuant to Section 19 of the Port Act, zoning does not apply within the District's jurisdiction.

8. Description of project:

Please see Section 2, Project Description, for a detailed description of the project.

9. Surrounding Land Uses and Setting:

The project site is located in a marine- and airport-related industrial park. It is bounded to the north by the human-made, riprapped shoreline of the San Diego waterfront and to the west and south by the human-made peninsula known as Harbor Island, and it has a narrow opening to the bay on the east side. Approximately two-thirds of the East Basin is presently occupied by the Sunroad Resort Marina, a 550-slip floating pier.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement:

U.S. Army Corps of Engineers
National Marine Fisheries Service (NMFS)
State Water Resources Control Board (SWRCB)
San Diego Regional Water Quality Control Board
California Department of Fish and Wildlife (CDFW)
U.S. Fish and Wildlife Service (USFWS)
City of San Diego

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has this consultation begun?

Pursuant to California Public Resources Code, Section 21080.3.1 (Assembly Bill 52), California Native American tribes traditionally and cultural affiliated with the project area can request notification of projects in their traditional cultural territory. At this time, no Native American tribes have requested consultation for projects subject to CEQA within the District's jurisdiction. The District has determined that no impacts would occur on tribal cultural resources (TCRs) given the lack of substantial evidence and criteria set forth in subdivision (c) of California Public Resources Code, Section 5024.1. However, in the event that a TCR is unexpectedly identified during the course of the proposed project, and the District determines that the project may cause a substantial adverse change to a TCR, the District will rely on measures described in the Public Resources Code that, if the District determines to be feasible, may avoid or minimize the significant adverse impacts (California Public Resources Code, Section 21084.3[b]).

Section 2 Project Description

2.1 Project Description

The proposed project involves the demolition and remediation of the existing Lockheed Martin Harbor Island Facilities, referred to as the Lockheed Martin Marine Terminal Facilities (MTF), located at 1160 Harbor Island Drive in San Diego. The existing landside and waterside improvements were constructed in 1966 and were primarily used by the Lockheed Martin Company as a maintenance facility for deepwater submersible vehicles. The purpose of the project is to address the contaminated sediments and to remediate the site to return it to its original undeveloped state. Lockheed Martin Corporation proposes to demolish all existing landside and waterside improvements to return the site to its original, undeveloped state. Activities would be broken down into three phases and would include (1) landside demolition; (2) waterside demolition, dredging, and sediment remediation; (3) and post-remediation activities. It is anticipated that the project would be completed in approximately 6 months, with the projected schedule for Phase 1 being from September 2020 to October 2020, Phase 2 from October 2020 to January 2021, and Phase 3 in February 2021.

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Section 3 **Environmental Factors Potentially Affected**

An Initial Study is conducted by a Lead Agency to determine if a project may have a potentially significant effect on the environment. An EIR must be prepared if an Initial Study indicates that further analysis is needed to determine whether a significant impact will occur or if there is substantial evidence in the record that a project may have a significant effect on the environment. The environmental factors checked below would be potentially affected by the project, involving at least one impact that may require mitigation to reduce the impact from “Potential Impact” to “Less than Significant with Mitigation.” The potential impacts and mitigation are described in the Initial Study Checklist.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

On the basis of this initial evaluation:

- ☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the project MAY have a significant effect on the environment, and an environmental impact report is required.
- ☒ I find that the project MAY have a “potential impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached

sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature



Date

Wileen C. Manaois
Director, Development Services

Section 4 Environmental Initial Study Checklist

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. “Less Than Significant with Mitigation” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from other areas of the initial study may be cross-referenced).
- C. “Less Than Significant Impact” applies where the project creates no significant impacts, only less than significant impacts.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis)

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact. The project proposes landside demolition and waterside dredging and remediation of the MTF. The project is located in the East Basin Industrial Subarea of the certified Port Master Plan (PMP) Planning District 2 (Harbor Island/Lindbergh Field) adjacent to the San Diego Bay. Upon completion of the project, no new structures would remain at the project site, and therefore, the project would have no permanent adverse effect on an existing scenic vista. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. State Route 163 is designated as a state scenic highway and is located approximately 3 miles to the east of the project site. In addition, the San Diego–Coronado Bay Bridge (State Route 75) is a California state-designated scenic highway and is located approximately 3.5 miles southeast of the project site. Upon completion of demolition and waterside dredging and remediation activities, the project site would be returned to its original undeveloped state and would not result in damages to scenic resources. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The project is located at the existing MTF. The project involves the demolition of the existing landside and waterside structures, the dredging of contaminated sediments and the waterside remediation of the site. Upon completion of the project, the site would be returned to its original undeveloped state. The site would be revegetated with drought tolerant vegetation and no new structures would be constructed. The project would not conflict with any regulations governing scenic quality. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

No Impact. Dredging activities may occur during nighttime hours (between 10:00 p.m. and 7:00 a.m.), which would require the use of temporary construction lighting. Construction lighting would be minimized and would be directed to the specific activity. Existing light sources that currently illuminate the project site at night would be removed. Once construction is completed, no permanent light sources would remain on the project site. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.2 Agriculture and Forestry Resources

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided. Would the project:</p>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is located entirely within the District. According to the California Department of Conservation's San Diego County Important Farmland 2016 Map, the project site is classified as "Urban and Built-Up Land" and "Other Land," which do not contain agricultural uses or areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2016). Dredging and remediation activities would not impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and there is no potential for any actions

to convert farmland resources to non-agricultural uses. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not zoned for agricultural use, nor is there a Williamson Act contract for the site (DOC 2013). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is classified as “Urban and Built-Up Land” and is not zoned as forest land, timberlands, or timberland zoned Timberland Production (DOC 2016). No land that has been zoned as forest land or timberland exists within the boundaries of the project site. Therefore no impact would occur, and no further discussion is warranted in the EIR.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed under question 2(c), no land that has been zoned as forest land or timberland exists within the boundaries of the project site. Implementation of any of the project elements would not result in a loss of forest land or the conversion of forest land to other uses. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See question 2(a). Implementation of the proposed project would have no impact on agriculture and/or forestry resources. No agricultural land, forest land, or timberland exists on or in the vicinity of the project site. The proposed project would not involve changes to the existing environment that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The San Diego County Air Pollution Control District (SDAPCD) is required, pursuant to the federal and state Clean Air Acts, to reduce emissions of criteria pollutants for which the County is in nonattainment (i.e., ozone, particulate matter of 10 microns in diameter or smaller [PM₁₀], and particulate matter of 2.5 microns in diameter or smaller [PM_{2.5}]). The Regional Air Quality Strategy (RAQS) projects future emissions and determines the strategies necessary for the reduction of stationary source emissions through regulatory controls to attain the CAAQS for ozone. The federal Clean Air Act also mandates that the state submit and implement a State Implementation Plan (SIP) for local areas not meeting those standards. California Air Resources Board (CARB) mobile source emission projections and San Diego Association of Governments (SANDAG) growth projections are based on population and vehicle trends and land use plans developed by local agencies. The demolition, dredging, and remediation activities associated with the proposed project may conflict with the RAQS and SIP and might have a potentially significant impact on air quality because emissions would exceed those estimated for the existing PMP. Further analysis will be provided in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?

Potentially Significant Impact. The San Diego Air Basin (SDAB) is in nonattainment status for ozone (8-hour standard) at the federal and state level; and for ozone (1-hour standard), PM₁₀, and PM_{2.5} at the State level. Implementation of the proposed project could result in a cumulatively considerable net increase in these criteria pollutants. Therefore, further discussion will be provided in the EIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The SDAB is in nonattainment status for ozone (8-hour standard) at the federal and state level; and for ozone (1-hour standard), PM₁₀, and PM_{2.5} at the State level. Implementation of the proposed project could result in a cumulatively considerable net increase in these criteria pollutants. Therefore, further discussion will be provided in the EIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. According to CARB's Air Quality and Land Use Handbook (2005), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project does not include any uses identified by CARB as being associated with odors. However, odors may be generated from vehicles and equipment exhaust emissions. Impacts are potentially significant, and this topic will be analyzed further in the EIR.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any applicable policies protecting biological resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The California Natural Diversity Database (CNDDDB) was reviewed to identify special-status species that are known to occur within 1 mile of the project site. Eleven special-status plant species and 14 special-status wildlife species have been recorded within 1 mile of the project site. Only two species listed by U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) as federally or state endangered or threatened have an elevated potential to occur within the project site: the federally threatened green sea turtle (*Chelonia mydas*) which has not been documented in the study area but which is known to move in and out of San Diego Bay, and the federally and state endangered California least tern (*Sternula antillarum browni*) which is known to forage in the study area as it regularly cruises the shorelines

of San Diego Bay and forages opportunistically when in the Bay. No special status flora species are expected to occur in the upland sides of the project site. In addition, nine species managed under the Pacific Coast Groundfish Fisheries Management Plan (FMP) and six fish species and two invertebrate stocks (squid and krill) managed under the Coastal Pelagics FMP have a record of occurrence within San Diego Bay. Construction activities at the project site could result in a significant impact on these special-status wildlife species. Because there are potential impacts related to implementation of the proposed project elements, a full analysis will be provided in the EIR to determine if a significant impact would occur on candidate, sensitive, or special-status species.

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The landside portion of the project site consists entirely of developed land; there are no sensitive vegetation communities or areas of riparian habitat on site. Eelgrass vegetated habitat has been detected in the project area, and therefore, impacts may occur to a sensitive natural community. A full analysis will be provided in the EIR to determine if a significant impact would occur.

- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact. The proposed project would not alter water flow or water quality to marsh habitat and is not anticipated to degrade marshlands in any way. Therefore, no significant impacts to wetlands are anticipated to occur. Eelgrass beds are considered to be a sensitive habitat and “special aquatic site” under the Clean Water Act (CWA) and are designated as Essential Fish Habitat (EFH). Eelgrass has been detected in the past at the project site. Therefore, additional analysis will be provided in the EIR to determine if a significant impact would occur.

- d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Potentially Significant Impact. The project site is located within the Pacific Flyway but does not provide any specific terrestrial movement corridors, and no marine mammal, reptile, or fish migratory corridors occur within it. However, California least tern nest seasonally within San Diego Bay. Noise resulting from construction activities could inhibit the nesting of the California least tern. Therefore, construction during the breeding season could result in a potentially significant impact, and further analysis is warranted in the EIR.

e. Would the project conflict with any applicable policies protecting biological resources?

Potentially Significant Impact. The City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan does not apply to projects within the District's jurisdiction, nor is any City of San Diego Multi-Habitat Planning Area (MHPA) present within the District's jurisdiction or adjacent to the project site. The project site is several miles outside the boundary of the closest MHPA, which is the planned habitat preserve within the City of San Diego MSCP Subarea.

The applicable local land use plans, policies, ordinances, or regulations of the District, adopted for the purpose of protecting biological resources, are the PMP, San Diego Unified Port District Code, and the District's Integrated Natural Resource Management Plan (INRMP). The District and the U.S. Navy Southwest Division maintain and implement the INRMP, which catalogues the plant and animal species around the Bay and identifies habitat types to ensure the long-term health, recovery, and protection of San Diego Bay's ecosystem in concert with economic, Naval, recreational, navigational, and fisheries needs. Additionally, the District has established goals to protect, preserve, and enhance natural resources in San Diego Bay in Section II of the PMP, Planning Goals (Goal XI). The project site is located within the District's PMP Planning District 2. The PMP's conservation policies focus on protecting and restoring functional areas of high ecological value, none of which are located within or adjacent to the project site. However, the proposed project includes in-water work that has the potential to result in significant impacts on biological resources of the San Diego Bay. Therefore, the proposed project would potentially conflict with local policies or ordinances protecting biological resources. Impacts would be potentially significant, and, further analysis is warranted in the EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?

Potentially Significant Impact. The City of San Diego MSCP Subarea Plan does not apply to projects within the District's jurisdiction, nor is any City of San Diego MHPA present within the District's jurisdiction or adjacent to the project site. The project site is several miles outside the boundary of the closest MHPA, which is the planned habitat preserve within the City of San Diego MSCP Subarea.

As previously mentioned, the District and the U.S. Navy Southwest Division maintain the INRMP, which aims to ensure the long-term health, recovery, and protection of San Diego Bay's ecosystem. In-water work associated with the proposed project has the potential to result in significant impacts on biological resources of the San Diego Bay. Therefore, development of the proposed project will be reviewed with the goals and intent of the INRMP and a more detailed analysis will be provided in the EIR.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Potentially Significant Impact. The MTF were constructed in 1966 on Harbor Island in San Diego to house the research submersible Deep Quest. The property is a good representation of the theme of Industry: Maritime Research and Exploration through its close association with Deep Quest, a submersible vessel internationally recognized in the late 1960s. The building was also designed by Frank Hope, Jr., an architect listed on the City of San Diego's list of Master Architects. Additionally, it is a unique and rare representation of the Contemporary style applied to an industrial building. No historically significant individuals were found to be associated with the property and it is not recommended as a contributor to a potential historic district. The building has not been altered since its original construction and has very good integrity although it is in fair condition. Therefore, the MTF are potentially eligible as a historic resource meeting the criteria for the California Register for Historic Resources (CRHR) and as defined by CEQA, and demolition could result in a substantial adverse change pursuant to CEQA Guidelines, Section 15064.5. Further analysis will be provided in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. A record search will be conducted during the EIR process to determine if any archaeological resources are present within the project area. Further analysis will be provided in the EIR.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Impact. A record search will be conducted during the EIR process to determine if any archaeological resources are present within the project area. Further analysis will be provided in the EIR.

4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. Project construction would primarily consume diesel fuel through operation of heavy-duty construction equipment, dredging activities, and debris hauling; gasoline associated with worker commutes; and minor amounts of electricity associated with operation of electrically powered construction equipment. Construction-related energy use would represent a small demand on local and regional fuel and electricity supplies that could be easily accommodated by fuel suppliers. This demand for fuel would have no noticeable effect on peak or baseline demands for energy. Moreover, after the demolition, the project site will remain vacant and no further demand for energy would be required. Therefore, construction of the proposed project would not result in a wasteful, inefficient, and unnecessary usage of direct or indirect energy. In addition, the project does not propose construction of any structures and therefore would not result the wasteful, inefficient, or unnecessary consumption of energy during operation. Therefore, no further discussion is warranted in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The project would remediate the existing MTF and does not propose construction of any structures. There would be no operations following remediation activities. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no further discussion is warranted in the EIR.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. The project site is located in a seismically active region of Southern California. Active faults in the immediate vicinity of the project site include the Rose Canyon Fault Zone, which runs under the Bay; the Coronado Fault Zone, which has faults trending north-south through Coronado; and the La Nacion Fault Zone, which lies to the east of the project site (DOC 2003). Since there are no known active faults underlying the project site, the potential for the site to experience surface rupture is low. However, lurching or cracking of the ground surface adjacent to the project site because of nearby seismic events is possible. The project does not propose the

construction of any structures. The existing 5,500 sf building would be demolished. Therefore, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture, and impacts would be less than significant. No further discussion is warranted in the EIR.

ii. Strong seismic ground shaking?

Less than Significant Impact. As with all properties in the seismically active Southern California region, the project site would be susceptible to ground shaking produced by local faults during earthquakes. However, the project is a remediation project and does not propose the construction of any structures. As a result, impacts from seismic ground shaking would be less than significant. No further discussion is warranted in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The project area has a high potential for liquefaction and seismically induced settlement based the presence of shallow groundwater and loose, unconsolidated sediments underlying the site. However, the project is remediation project and does not proposed the construction of any structures. As a result, impacts from seismic-related ground failure including liquefaction would be less than significant. No further discussion is warranted in the EIR.

iv. Landslides?

Less than Significant Impact. Geologic mapping does not indicate the presence of mapped landslides on the project site. Additionally, landslides were not observed on or adjacent to the project. Therefore, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and impacts would be less than significant, and no further discussion is warranted in the EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The surface and near-surface soils on the project site are mapped as fill, bay deposits, and old paralic deposits. Alterations may temporarily result in increased erosion and siltation if flows were substantially increased or routed to facilities or channels without capacity to carry the additional flow. During landside demolition activities, the project would implement best management practices that reduce the potential for soil erosion to occur.

Once the sediment has been dredged and disposed of, the sediment management area (SMA) would be removed. The asphalt and concrete paving areas would be demolished with the exception of a retaining wall above the shore protection. The retaining wall would allow the site to be graded in such a way that slopes would be shallow to allow stormwater to be absorbed and to 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. Drought-tolerant vegetation would be planted, and an irrigation system would be installed. No new impervious surfaces would be added. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

- c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Less than Significant Impact. The project site is within area mapped as being least susceptible to landslides. Additionally, based on the relatively flat topography of the project, landslides are not anticipated to impact the project site. The fill, bay deposits, and old paralic deposits underlying the site may be subject to seismic settlement or liquefaction during a nearby seismic event. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

- d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

No Impact. The surface and near-surface soils at the project are mapped as fill, bay deposits, and old paralic deposits and have moderate potential for expansion. However the project is a remediation project and would not result in substantial direct or indirect risks to life or property. No impact would occur, and no further discussion is warranted in the EIR.

- e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The proposed project would not entail the use of septic tanks or alternative disposal systems as no septic tanks or alternative wastewater disposal systems are proposed as part of the project. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

- f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than Significant Impact. The project site is underlain by the Bay Point Formation which is a near shore marine sedimentary deposit that is about 220,000 years old. This formation has produced a large and diverse amount of well-preserved marine invertebrate and vertebrate fossils. The Bay Point Formation is exposed along the northern shore of Mission Bay (i.e., Crown Point), along the San Diego waterfront, and throughout the city of Coronado. It is assigned high resource sensitivity.

Pursuant to the City of San Diego's Municipal Code Chapter 14, Article 2, Division 11: Grading Regulations, any proposed excavation or other ground disturbing activities in a paleontological sensitive area would need to comply with the City's Municipal Code, Section 142.0151; which requires paleontological resource monitoring when grading involves 1,000 cubic yards or greater, and results in 10 feet or greater in depth within a highly sensitive formation.

Once all the dredging and demolition activities have been completed the existing site would be graded so that the excess water from storm events is directed to those spillways. The grading required would be minimal and would not involve 1,000 cubic yards of cut or 10 feet of depth. Therefore impacts would be less than significant, and no further discussion is warranted in the EIR.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Implementation of the proposed project's various elements would generate greenhouse gas (GHG) emissions, primarily associated with off- and on-road equipment use during remediation and demolition activities. Upon completion of landside demolition and waterside dredging and remediation activities, the project site would be returned to its original undeveloped state. GHG emissions from construction remediation and demolition activities could potentially, either directly or indirectly, have a significant impact on the environment. Further discussion is warranted in the EIR. In addition, the EIR will consider the physical effects of climate change on the proposed project, including an analysis on sea level rise. The sea level rise analysis will identify any areas of potential impacts due to potential future increases in mean sea level rise (temporary coastal flooding, and permanent inundation) and if the project exacerbates potential impacts on the environment resulting from sea level rise or associated events (e.g., coastal flooding, wave overtopping, erosion).

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The District has enacted a variety of policies and plans to reduce GHG emissions as part of its Climate Action Plan, including the implementation of shore power, equipment and truck replacement/retrofits, vessel speed reductions, and the Clean Truck Program. Implementation of the proposed project could increase GHG emissions during project remediation activities. Therefore, further discussion is warranted in the EIR.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The proposed project would use heavy equipment for demolition and dredging activities. Construction-related hazardous materials would be used during project construction, including fuel, solvents, paints, oils, and grease. The proposed project would be required to comply with federal, state, and local regulations for the routine transport, use, and disposal of any hazardous materials. These regulations include the Resource Conservation and Recovery Act (RCRA); U.S. Department of Transportation (DOT) Hazardous Materials Regulations (Code of Federal Regulations [CFR] Title 49); California Health and Safety Code; and San Diego County Code, Title 6, Division 8, in combination with construction best management practices that would be implemented during project construction.

Any accidental release of these materials due to spills or leaks would be cleaned up in the normal course of business, consistent with the previously mentioned regulations. Upon completion of demolition and waterside dredging and remediation activities, the project site would be returned to its original undeveloped state and would not involve the use of hazardous materials. Therefore, impacts associated with the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant, and no further discussion in the EIR is warranted.

- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Potentially Significant Impact. A Hazardous Building Materials Survey would be performed at the buildings associated with the MTF as part of the EIR. Asbestos Containing Materials (ACM), Lead Containing Surfaces (LCS), and fluorescent light tubes and associated ballasts have the potential to occur. The presence of these hazardous materials could create a significant hazard to the public or the environment if they were to be disrupted during demolition activities and released into the environment. Therefore, impacts are potentially significant, and further analysis is warranted in the EIR.

- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less than Significant Impact. No existing public schools have been identified within one-quarter mile of the project site. The closest school to the project site is San Diego Montessori School, approximately 2.3 mile to the west on the other side of Interstate 5. As such, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

- d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially Significant Impact. The MTF may be located within a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. During remediation activities, construction workers would be present on the site and could be exposed to significant hazards that would result in a potentially significant impact. Upon completion of landside demolition and waterside dredging and remediation activities, the project site would be returned to its original undeveloped state and would not create a significant hazard. Further analysis will be provided in the EIR.

- e. **Would the project for a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?**

Potentially Significant Impact. The MTF are located within 2 miles of the San Diego International Airport and is located with the Airport Influence Area. The project area is located within the 60–65 decibel noise contour area and is not located in the safety compatibility zone. During remediation activities construction workers would be present at the site and could be exposed to excessive noise limits which would result in a potentially significant impact. Upon completion of landside demolition and waterside dredging and remediation activities, the project site would be returned to its original undeveloped state and would not result in a safety hazard or expose people to excessive noise. Further analysis will be provided in the EIR.

- f. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. The project proposes the demolition, dredging, and remediation of the MTF. Upon completion of the remediation, the project site would be returned to its original undeveloped state. No building or uses would remain on the property. There would not be any change to emergency access to the project site and it would not impair an adopted emergency response plan or emergency evacuation plan. Furthermore, the project would not result in the temporary or permanent closures of public roadways or driveways within City or District jurisdiction. The project site would remain accessible by water from the Bay and from Harbor Island Drive. Therefore, there would be no impact, and no further discussion is warranted in the EIR.

- g. **Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No Impact. The project proposes the demolition, dredging, and remediation of the MTF. Upon completion of the remediation, the project site would be returned to its original undeveloped state. No uses are proposed that could exacerbate wildfire risk. According to CAL FIRE's Fire Hazard Safety Zone (FHSZ) Map of San Diego County (2009), the project is located in a local responsibility non-very high FHSZ. In addition, no building or uses would remain on the property that would expose project or structures to risk of loss, injury or death involving wildfires. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. The project proposes the demolition and waterside dredging and remediation at the MTF. Activities would be broken down into two phases and would include landside demolition, waterside demolition, dredging and waterside remediation, and post remediation activities. These activities would have the potential to result in substantial additional sources of polluted runoff, which could have short-term impacts on surface water quality through project activities such as demolition, clearing and grading, dredging and stockpiling of soils and materials.

The proposed activities would involve various types of equipment such as bulldozers, scrapers, backhoes, and other earth-moving equipment; haul trucks; barge mounted Derrick crane, and generators. Pollutants associated with these construction activities that could result in water quality

impacts include soils/sediment, debris, fuels and other fluids associated with the equipment used for construction.

These pollutants could impact water quality if they are washed off site by stormwater or non-stormwater, or are blown or tracked off site to areas susceptible to wash off by stormwater or non-stormwater. Depending on the location of the construction site at its discharges, pollutants are likely to drain into the San Diego Bay, which is impaired by PCBs (Project Clean Water 2019). Under these impairments, the receiving water cannot assimilate or accommodate additional loading of pollutants, and any increases would contribute to the impairment. Therefore, implementation of the project could result in significant short-term impacts to water quality from uncontrolled sediment and pollutants in stormwater runoff from construction. Therefore, further discussion is warranted in the EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. No groundwater would be withdrawn as part of the project. The proposed project would demolish all existing structures on the site. No new impervious surfaces would be added. The project would not interfere with groundwater recharge. Therefore, the project would not deplete groundwater supplies and no impact would occur. No further discussion is warranted in the EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on or offsite?

Less than Significant Impact. There are no rivers or streams within the project site. Land-disturbing activities associated with the proposed project, such as vegetation clearing, grading and demolition could result in localized alteration of drainage patterns and temporarily increase erosion and sedimentation in the construction area. Alterations may temporarily result in increased erosion and siltation if flows were substantially increased or routed to facilities or channels without capacity to carry the additional flow. During landside demolition activities, the project would implement best management practices that reduce the potential for erosion or siltation to occur.

Once all the sediment has been dredged and disposed of the SMA would be removed. The asphalt and concrete paving areas would be demolished with the exception of a retaining wall above the shore protection. The retaining wall would allow the site to be graded in such a way that slopes would be shallow to 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 is directed to those spillways. The existing mature trees would be left undisturbed. Drought tolerant vegetation would be planted and an irrigation system would be

installed. No new impervious surfaces would be added. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. There are no rivers or streams within the project site. Land-disturbing activities associated with the proposed project, such as vegetation clearing, grading and demolition could result in localized alteration of drainage patterns and temporarily increase runoff rates in the construction area. Alterations may temporarily result in flooding on – or off-site if flows were substantially increased or routed to facilities or channels without capacity to carry the additional flow. During landside demolition activities, the project would implement best management practices that reduce the potential for flooding to occur.

The proposed demolition of the landside facilities would reduce the amount of impervious surface currently existing at the project site and would not create an increase in runoff. The existing asphalt and concrete paving areas would be demolished with the exception of a retaining wall above the shore protection. The retaining wall would allow the site to be graded in such a way that slopes would be shallow to 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 is directed to those spillways. The proposed project would not impede or substantially increase the rate or amount of surface runoff in a matter that would result in flooding on or off site. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The proposed demolition of the landside facilities would reduce the amount of impervious surface currently existing at the project site and would not create an increase in runoff. The existing, asphalt and concrete paving areas would be demolished with the exception of a retaining wall above the shore protection. The retaining wall would allow the site to be graded in such a way that slopes would be shallow to 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 is directed to those spillways. The existing on-site stormwater system would have the capacity to accommodate runoff associated with the project. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

iv. Impede or redirect flood flows?

No Impact. The proposed demolition of the landside facilities would reduce the amount of impervious surface currently existing at the project site and would not create an increase in runoff.

The existing asphalt and concrete paving areas would be demolished with the exception of a retaining wall above the shore protection. The retaining wall would allow the site to be graded in such a way that slopes would be shallow to 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 is directed to those spillways. The proposed project would not impede or redirect flood flows. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially Significant Impact. Tsunamis are seismic sea waves generated by sudden movements of the sea floor caused by submarine earthquakes, landslides, or volcanic activity. The project site is within a tsunami inundation zone mapped by the Tsunami Inundation Map for Emergency Planning for the Point Loma Quadrangle (California Emergency Management Agency 2009). Therefore, the potential for tsunami to occur at the project site is considered high. During construction, if the site were hit by a tsunami there would be risk for the release of pollutants from the project site. Therefore, further discussion is warranted in the EIR.

The project would not be at risk of inundation by mudflow because the project site and surrounding areas are generally flat and paved and incapable of producing mudflows. The project would also not be at risk of inundation by seiche because seiches are typically associated with land-locked bodies of water, none of which are near the project site. Therefore, no impacts related to the risk of release of pollutants from inundation by mudflow or seiche would occur, and no further discussion is warranted in the EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The project site is located within the San Diego Bay Watershed Management Area (WMA). Specifically, the project is located in the Pueblo Hydrologic Unit and is further located within the San Diego Mesa Hydrologic Area (SDRWQCB 2016). The major receiving water for the project area is the San Diego Bay.

The designated beneficial uses for the San Diego Bay include Municipal, Biological Habitats, Agriculture, Commercial Sport Fishing, Contact Water Recreation, Estuarine Habitat, Industrial Service Supply, Marine Habitat, Migration of Aquatic Organisms, Navigation, Non-Contact Water Recreation, Rare, Threatened and Endangered Species, Shellfish Harvesting, Spawning, Reproduction, and Early Development, and Wildlife Habitat.

The proposed activities would involve various types of equipment such as bulldozers, scrapers, backhoes, and other earth-moving equipment; haul trucks; barge mounted Derrick crane, and generators. Pollutants associated with these construction activities that could result in water quality

impacts include soils/sediments, debris, fuels and other fluids associated with the equipment used for construction. Implementation could result in significant short-term impacts to water quality impacts from uncontrolled sediment and pollutants in stormwater runoff that could conflict with the policies of the San Diego Basin Plan. Therefore, further discussion is warranted in the EIR.

The proposed project is not located within a Groundwater Sustainability Agency Boundary and therefore no sustainable groundwater management plan has been prepared for the project area. In addition, no groundwater would be withdrawn as part of the proposed project. Upon completion of demolition, dredging and remediation activities, the site would returned to its original undeveloped state and would not interfere with groundwater recharge. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project physically divide an established community?

No Impact. All project demolition and waterside dredging and remediation activities would occur within the existing property boundaries. No component of the project would introduce a barrier or division to, or otherwise result in a conflict with, the surrounding commercial or industrial development or any other established community. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The PMP is the guiding land use policy document for the areas under the District's jurisdiction. The project site is located in the PMP Planning District Number 2 (Harbor Island) within the East Basin Industrial Subarea. The land use designation for the project site is Industrial Business Park and the water use designations are Recreational Boat Berthing, Specialized Berthing, and Boat Navigation Corridor. According to the PMP, the Industrial Business Park land use designation allows for a wide range of industrial and business uses sited in development (District 2017). The Recreational Boat Berthing water use designation supports numerous marine recreational uses, including recreational craft storage, refueling, and excursion ferry and charter operations (District 2017). The Specialized Berthing water use designation supports numerous marine commercial and industrial uses, including ship building and repair, water taxi, and any other facility supporting the marine craft engaged in commercial and industrial uses (District 2017). The Boat Navigation Corridor water use designation includes those water areas delineated by navigational channel markers or by conventional waterborne traffic movements (District 2017). Historically, the MTF were primarily used by the Lockheed Martin Company as a maintenance facility for deep water submersible vehicles. Currently the site remains vacant.

The project site is also located within the Coastal Zone and is subject to the requirements of the California Coastal Act. The proposed project type is not listed as "appealable" in Section 30715 of Chapter 8, Ports, of the California Coastal Act. As such, the proposed project requires a non-appealable coastal development permit, which is issued by the District (consistent with the PMP

as certified by the California Coastal Commission), and a PMP amendment is not required because non-appealable projects do not need to be added to the project list. In addition, the proposed project is consistent with the land and water use designations of the PMP, as discussed previously.

The proposed project also requires issuance of a coastal development permit in compliance with the California Coastal Act. The Lockheed Martin Corporation now proposes to demolish all existing landside and waterside improvements to return the site to its original, undeveloped state and to remediate the contaminated sediments. The project would not conflict with the certified PMP or California Coastal Act. Therefore, no impacts would occur, and further discussion is not warranted in the EIR.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is not known to contain mineral resources that would be of value to the region or state. According to the Conservation Element of the City of San Diego's General Plan (City of San Diego 2008), the project site is mapped as an area where no mineral deposits are present. No mineral resources would be lost as a result of the project. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is not known to contain mineral resources that would be of value to the region or state. According to the Conservation Element of the City of San Diego's General Plan (City of San Diego 2008), the project site is mapped as an area where no mineral deposits are present. No mineral resources would be lost as a result of the project. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. The potential exists for project construction to result in significant impacts due to the proposed high-intensity construction activities (i.e., pile driving), as well as limited 24-hour construction activities (i.e., dredging) that would occur partly outside of the daytime hours typically permitted by the City of San Diego. Noise levels during project construction will be analyzed in the EIR and evaluated relative to the construction noise standards provided in the City of San Diego Municipal Code.

Due to the project's waterfront location and the proposed in-water construction activities, there is also the potential for the proposed project to result in significant noise impacts on sensitive biological resources (birds, fish, and/or marine mammals). Therefore, noise levels (including underwater noise [hydroacoustic] levels) will be evaluated for biological resources and addressed within the EIR's Biological Resources section.

- b. **Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Vibration-generating activities would include demolition, dredging, and excavation. Although perceptible groundborne vibration or noise generated by project construction would most likely not propagate to surrounding residential uses or other sensitive receptors, the possibility of vibration-related damage to nearby buildings presents a potentially significant impact. Therefore, predicted vibration levels during project construction will be evaluated in the EIR.

- c. **Would the project, for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?**

Potentially Significant Impact. The MTF are located within 2 miles of the San Diego International Airport. Airport Influence Area boundaries around the San Diego International Airport have been adopted by San Diego County Regional Airport Authority in its Airport Land Use Compatibility Plan). The project site is located within the Airport Influence Area Review Area 1, which is the combination of the 60-decibel community noise equivalent level noise contour, the outer boundary of all safety zones, and the threshold siting surfaces. The project area is located within the 60- to 65-decibel noise contour area and is not located in the safety compatibility zone. For the duration of the proposed project, construction workers would be present at the site and could be exposed to excessive noise limits, which would result in a potentially significant impact. Upon completion of landside demolition and waterside dredging and remediation activities, the project site would be returned to its original undeveloped state and would not result in a safety hazard or expose people to excessive noise. Further analysis will be provided in the EIR.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The project would not involve the development of new homes or businesses that would directly or indirectly induce substantial population growth. In addition, the project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The project is located on an industrial waterfront. There are no homes located within the vicinity of the project that would be displaced. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

Fire protection?

No Impact. Fire protection services are provided to the site by the San Diego Fire-Rescue Department Station 8, 3974 Goldfinch St, which is located 3.6 miles to the east of the project site. The project proposes the demolition and remediation of the existing MTF and would not result in an increase in operational capacity or number of employees. The project would not increase demand for fire protection. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

Police protection?

No Impact. Police protection services are provided to the area by the San Diego Harbor Police, which provide police protection services in the Bay region. The Harbor Police are headquartered at 3380 North Harbor Drive, approximately 0.7 miles northeast of the project site. The project proposes the demolition and remediation of the existing MTF and would not result in an increase in operational capacity or number of employees. The project would not increase demand for police protection. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

Schools?

No Impact. The proposed project does not involve the construction of housing units or other employment-generating development that would create the demand for new school facilities. The project proposes the demolition and remediation of the existing MTF and would not result in an increase in operational capacity or number of employees or school-aged children. The project would not increase demand on schools. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

Parks?

No Impact. The proposed project does not involve the construction of housing units or other employment-generating development that would create the demand for new public parks. The project proposes the demolition and remediation of the existing MTF and would not result in an increase in operational capacity or number of employees or potential park users. The project would not increase demand on parks. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

Other public facilities?

No Impact. The proposed project does not involve the construction of housing units or other employment-generating development that would create the demand for new public facilities. The project proposes the demolition and remediation of the existing MTF and would not result in an increase in operational capacity or number of employees. The project would not increase demand on public facilities. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed project does not involve the construction of housing units or other employment-generating development that would increase the use or deterioration of existing public parks or recreational facilities. The project proposes the demolition and remediation of the existing MTF in an industrial waterfront area and would not impact public parks or recreational facilities. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include recreational facilities or require the expansion of recreational facilities. The project proposes the demolition and remediation of the existing MTF in an industrial waterfront area and would not impact recreational facilities or necessitate the expansion of existing facilities. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The project proposes the demolition and remediation of the existing MTF in an industrial waterfront area. During Phase 1, demolition of the facilities would require the removal of both landside and waterside infrastructure. Demolition debris would be transported for disposal via haul truck trips. The project would result in approximately 170 two way truck trips during demolition. Once the existing MTF are demolished approximately 15,000 cy of contaminated sediments would be dredged. All dredged sediment would be loaded into lined haul trucks and transported to an off-site upland disposal location. Approximately 534 truck trips would be required to haul the import and export material to and from the site during Phase 2. Approximately two weekly haul truck round trips for construction material delivery and demolition debris and dredged sediment disposal would be required and this increase would not constitute a significant impact to the capacity of the existing circulation system. Also, the minimal project construction traffic would not interfere with or decrease the performance of public transit, bicycle, or pedestrian facilities located in the area surrounding the project site. Therefore, the project does not conflict with an applicable circulation system plan, ordinance or policy, and all impacts would be less than significant. No further discussion is warranted in the EIR.

b. Would the project or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. The Lockheed Martin Corporation now proposes to demolish all existing landside and waterside improvements to return the site to its original, undeveloped state and to remediate the contaminated sediments. The project would not result in an increase in operational capacity or number of employees. The project would not result in vehicles miles traveled and would not be inconsistent with CEQA Guidelines, Section 15064.3(b). Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The project does not involve any design modification to existing street segment or intersections and would not change driveway configurations. The project proposes the demolition and remediation of the existing MTF in an industrial waterfront area. The project does not have the potential to increase traffic hazards to motorists or create incompatible traffic related use. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

d. Would the project result in inadequate emergency access?

No Impact. There would not be any change to emergency access to the project site. The project would not result in temporary closures of public roadways or driveways within City or District jurisdiction. The project site would remain accessible by water from the Bay and from Harbor Island Drive. Adequate controlled site access, would be maintained during and after remediation activities. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

Less than Significant Impact. The MTF were constructed in 1966 on Harbor Island in San Diego to house the research submersible Deep Quest. The property is a good representation of the theme of Industry: Maritime Research and Exploration through its close association with Deep Quest, a submersible vessel internationally recognized in the late 1960s. The building was also designed by Frank Hope, Jr., an architect listed on the City of San Diego's list of Master Architects. Additionally, it is a unique and rare representation of the Contemporary style applied to an industrial building. No historically significant individuals were found to be associated with the property and it is not recommended as a contributor to a potential historic district. The building has not been altered since its original construction and has very good integrity although it is in fair condition. The MTF are therefore eligible for the CRHR. The MTF are a historical resource as defined by CEQA, and its demolition will result in a substantial adverse change pursuant to CEQA

Guidelines, Section 15064.5. However the MTF have no cultural value to California Native American Tribe. Therefore, further analysis will be provided in the EIR.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. A record search will be conducted during the EIR process to determine if any archaeological resources are present within the project area. Consultation with California Native American Tribes will be conducted during the EIR process. Therefore, further analysis will be provided in the EIR.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The project proposes the demolition, dredging and remediation at the MTF. The project would demolish the existing building and remove all existing utilities including power to the San Diego Gas & Electric transformer vault, gas to the nearest valve box, sewage tank and associated piping to the tank and capping outlets to the sewage tank that tie to the City of San Diego's sewer system at or near the property line, and the water to the back-flow preventer on the site. Therefore, the project would not require or result in the relocation or construction of new or expanded wastewater treatment, electric power, natural gas, or telecommunication facilities. Upon completion of the remediation activities, the site would be returned to its original, undeveloped state. The project site would be revegetated with drought tolerant vegetation. The existing back-flow preventer would become the water supply for the proposed irrigation system for the revegetated areas. No new or expanded water facilities would be required. Therefore, there would be no impact, and no further discussion is warranted in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact. The project proposes the demolition, dredging and remediation at the MTF. The project would not increase water usage at the site, and no new or expanded entitlements would be required. Upon completion of the remediation activities, the site would be returned to its original, undeveloped state. The project site would be revegetated with drought tolerant vegetation. The existing back-flow preventer would become the water supply for the proposed irrigation system for the revegetated areas. Long term watering of the site is not required once the vegetation is established. Therefore, there would be no impact, and no further discussion is warranted in the EIR.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The project proposes the demolition, dredging and remediation at the MTF. The project would demolish the existing building and remove all existing utilities including power to the San Diego Gas & Electric transformer vault, gas to the nearest valve box, sewage tank and associated piping to the tank and capping outlets to the sewage tank that tie to the City of San Diego's sewer system at or near the property line, and the water to the back-flow preventer on the site. Upon completion of the remediation, the project site would be returned to its original undeveloped state and would not require wastewater treatment. Therefore, the project would have no impact on the capacity of a wastewater treatment provider, and no further discussion is warranted in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The project proposes the demolition and remediation of the existing MTF in an industrial waterfront area. Demolition of the facilities would require the removal of both landside and waterside infrastructure. Demolition debris would be transported for disposal via haul truck trips to an off-site disposal location. It is estimated that 700 tons of concrete from both landside and waterside facilities would be removed, which would be 100 percent recycled. In addition, an estimated 770 tons of asphalt would be removed, which would be 100 percent recycled. Demolition activities would also remove 35 tons of steel and other miscellaneous metal debris that would all be recycled. The remaining mixed construction debris created as a result of demolition would be approximately 115 tons, which would be 50 percent recycled.

Once the existing MTF are demolished approximately 15,000 cy of contaminated sediments would be dredged. All dredged sediment would be loaded into lined haul trucks and transported to an off-site upland disposal location. All dredged material would be disposed of at an approved Class III (or Class II) landfill. The nearest available landfill would be the Otay Landfill, which is a Class III

with a maximum permitted throughput of 6,700 tons of solid waste per day and has a remaining capacity of 21,194,008 cubic yards (California Department of Resources Recycling and Recovery 2018). Due to the remaining capacity, the Otay Landfill would be able to accommodate the project's solid waste disposal needs, and impacts would be less than significant. Further discussion is not warranted in the EIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The project proposes the demolition and remediation of the existing MTF in an industrial waterfront area. Demolition of the facilities would require the removal of both landside and waterside infrastructure. Demolition debris would be transported for disposal via haul truck trips to an off-site disposal location. It is estimated that 700 tons of concrete from both landside and waterside facilities would be removed, which would be 100 percent recycled. In addition, an estimated 770 tons of asphalt would be removed, which would be 100 percent recycled. Demolition activities would also remove 35 tons of steel and other miscellaneous metal debris that would all be recycled. The remaining mixed construction debris created as a result of demolition would be approximately 115 tons, which would be 50 percent recycled. During construction, the project would be required to comply with applicable federal, State, and local regulations regarding the proper disposal of solid waste. Impacts would be less than significant, and no further discussion is warranted in the EIR.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project proposes the demolition, dredging and remediation of the MTF. Upon completion of the remediation, the project site would be returned to its original undeveloped state. No building or uses would remain on the property. There would not be any change to emergency access to the project site and it would not impair an adopted emergency response plan or emergency evacuation plan. Furthermore, the project would not result in the temporary or permanent closures of public roadways or driveways within City or District jurisdiction. The project site would remain accessible by water from the Bay and from Harbor Island Drive. Therefore, there would be no impact, and no further discussion is warranted in the EIR.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project proposes the demolition, dredging and remediation of the MTF. Upon completion of the remediation, the project site would be returned to its original undeveloped state. No uses are proposed that could exacerbate wildfire risk. According to CAL FIRE's FHSZ Map of San Diego County (2009), the project is located in a local responsibility non-very high FHSZ. In addition, no building or uses would remain on the property that would expose project occupants to wildfire pollutants. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

- c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. The project proposes the demolition, dredging and remediation of the MTF. Upon completion of the remediation, the project site would be returned to its original undeveloped state. No infrastructure would remain nor does the project propose the installation of any new infrastructure. Therefore, no new fire risk would occur and no impact would occur. No further discussion is warranted in the EIR.

- d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. The project proposes the demolition, dredging and remediation of the MTF. Once all the sediment has been dredged and disposed of the SMA would be removed. The asphalt and concrete paving areas would be demolished with the exception of a retaining wall above the shore protection. The retaining wall would allow the site to be graded in such a way that slopes would be shallow to 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 is directed to those spillways.

The existing mature trees would be left undisturbed. Drought tolerant vegetation would be planted and an irrigation system would be installed. The project would not introduce any new land uses to the site and would be returned to its original undeveloped state. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore no impact would occur, and no further discussion is warranted in the EIR.

4.21 Mandatory Findings of Significance

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino, (1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

- a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. In-water work would occur in the Bay, which would cause potential impacts on biological resources such as fish, green sea turtles, and marine mammal species. Therefore, further analysis of the proposed project's potential biological resources is warranted in the EIR.

The MTF are eligible for the CRHR. The Lockheed Marine Terminal is a historical resource as defined by CEQA, and its demolition will result in a substantial adverse change pursuant to CEQA Guidelines, Section 15064.5. Further analysis will be provided in the EIR.

- b. **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. CEQA Guidelines, Section 15130, requires a discussion of the cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable,” meaning that the project’s incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. The cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-specific impacts and should be guided by the standards of practicality and reasonableness.

As determined by this Initial Study, there may be potentially significant effects related to air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, and tribal cultural resources. Therefore, the project’s potential contribution to cumulative impacts related to these resources will be discussed in the EIR.

Because the project would have no impact on aesthetics, agriculture and forestry resources, energy, geology and soils, mineral resources, land use and planning, population and housing, public services, recreation, transportation, utility and service systems, or wildfire, it was determined that the proposed project would have no potential to result in cumulative impacts related to these resource areas. Further discussion of the cumulative effect on these resources is not warranted in the EIR.

- c. **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. Based on the analysis above, the proposed project has the potential to result in significant impacts on air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, and tribal and cultural resources. As such, the project has the potential to result in environmental impacts that could cause substantial adverse effects on human beings, either directly or indirectly. Therefore, further discussion is warranted in the EIR.

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Section 5 **References**

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Section 6 California Department of Fish and Wildlife
Fee Determination

(California Fish and Game Code, Section 711.4, Statutes of 2006 – SB 1535)

- ☐ It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a “Certificate of Fee Exemption” shall be prepared for this project.
- ☒ It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

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Section 7 Preparers

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