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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the Environmental Impact Report (EIR) for the Shipyard Sediment Remediation Project. This EIR has been prepared by the San Diego Water Board to analyze the proposed project's potential impacts on the environment, to discuss alternatives, and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

1.2 SUMMARY OF PROJECT DESCRIPTION

The proposed Shipyard Sediment Remediation Project (proposed project) is the dredging of sediment adjacent to shipyards in the San Diego Bay; the dewatering, solidification of the dredged material (onshore or on a barge); the potential treatment of decanted water (anticipated disposal to the sanitary sewer system); and the transport of the removed material to an appropriate landfill for disposal. The study area for the sediment removal project is located along the eastern shore of central San Diego Bay, extending approximately from the Sampson Street Extension on the northwest to Chollas Creek on the southeast, and from the shoreline out to the San Diego Bay main shipping channel to the west.

The San Diego Water Board stipulated that several agencies and/or parties caused or permitted the discharge of waste to the Shipyard Sediment Remediation Site that has resulted in the accumulation of waste in the marine sediment. The contaminated marine sediment has caused conditions of contamination or nuisance in San Diego Bay that adversely affect aquatic life, aquatic-dependent wildlife, human health, and San Diego Bay beneficial uses.

The purpose of the project is to implement a Tentative Cleanup and Abatement Order (CAO) issued by the California Regional Water Quality Control Board, San Diego Region (hereinafter referred to as the San Diego Water Board). The Tentative CAO established alternative cleanup levels for the project that are the lowest technologically and economically achievable levels as required under California Code of Regulations (CCR) Title 23 section 2550.4(e).

1.3 ALTERNATIVES

The following four alternatives to the proposed project were selected for consideration, as required by CEQA:

- **Alternative 1:** No Project/No Development
- **Alternative 2:** Confined Aquatic Disposal (CAD) Site
- **Alternative 3:** Convair Lagoon Confined Disposal Facility (CDF)
- **Alternative 4:** CDF with Beneficial Use of Sediments

Please see Chapter 5.0 for more information regarding the proposed alternatives.

1.4 AREAS OF CONTROVERSY

Pursuant to State CEQA Guidelines Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the San Diego Water Board or were raised during the scoping process.

Issues and concerns raised at the scoping meeting held on January 21, 2010, and comments submitted in writing during the Notice of Preparation (NOP) process included: (1) concerns regarding disproportionate impacts to low-income and/or minority communities (environmental justice); (2) release of contaminants during the cleanup activities and the effects to marine biological resources; (3) additional information regarding a confined aquatic disposal alternative; and (4) question about the need for an EIR for a CAO. The Draft EIR addresses each of these areas of concern in detail.

Environmental justice is addressed in Appendix H and in each of the topical sections included in Chapter 4.0. The potential for release of contaminants during the cleanup activities is addressed in Sections 4.2, Hydrology and Water Quality; Section 4.3, Hazards and Hazardous Materials; and Section 4.5, Biological Resources. Additional information regarding a confined aquatic disposal alternative is included in Chapter 5.0 of this EIR. Although the IS had anticipated that the EIR would not further evaluate a CAD alternative, one has been included (Alternative 2) and evaluated in this Draft EIR in response to this comment on the NOP. Although one of the shipyards questioned the need for an EIR for the Tentative CAO, the San Diego Water Board has determined that the proposal under consideration is a “project” as defined by CEQA Guidelines section 15180, that the undertaking may have a significant impact on the environment, and that that an EIR must be prepared.

If the EIR is certified, the San Diego Water Board may choose to approve the proposed project or one of the alternatives. If the San Diego Water Board approves the proposed project, or one of the alternatives, a determination may be made at that time or in the future with regard to the most appropriate staging area site for the sediment removal.

1.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the project environmental impacts, a significance determination, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. Table 1.A also identifies cumulative impacts resulting from the proposed project in conjunction with the related cumulative projects. Environmental topics addressed in this EIR include: Transportation and Circulation, Hydrology and Water Quality, Hazards and Hazardous Materials, Noise, Biological Resources, Air Quality, and Climate Change and Greenhouse Gas (GHG) Emissions.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
TRAFFIC AND CIRCULATION			
<p>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>With the implementation of project traffic for Staging Areas 1 through 4, significant impacts are forecast at the Interstate 5 (I-5) southbound ramp/Boston Avenue intersection and the roadway segment of Boston Avenue between 28th Street and the I-5 southbound ramp.</p>	<p>4.1.1: Should one or more of Staging Areas 1 through 4 be selected, the contractor shall require, and the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify, that the project-related truck traffic is routed on Harbor Drive (southbound) to the Civic Center Drive access to Interstate 5 (I-5) for the duration of the dredge-and-haul and sand import activity. This requirement will be reflected in the contract documents for the primary contractor and sub-contractors. Haul, delivery, and employee traffic shall be discouraged at the I-5 southbound ramp/Boston Avenue intersection and on the roadway segment of Boston Avenue between 28th Street and the I-5 southbound ramp.</p>	<p>Less than significant</p>

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>If existing parking areas are used for the dewatering and treatment of sediment, the displacement of parking could result in a shortage of parking needed for employees in these areas.</p>	<p>4.1.3: Should one or more of Staging Areas 1 through 4 be selected, the responsible parties, in consultation with the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board), San Diego Unified Port District (Port District), and City of San Diego, shall prepare a Parking Management Plan (PMP) to identify appropriate substitute parking areas, shuttles, and commuter routes, as necessary, to meet the need created by the short-term loss of employee parking spaces. The need for off-site parking shall be based on anticipated employment during the dredge period (which may be reduced compared to existing conditions as a result of the dredge activity displacing some ship building/repair activity), and the loss of parking in the selected staging area. The PMP shall be approved by the City of San Diego Traffic Engineer prior to the initiation of dredging, and its</p>	<p>Less than significant</p>

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		implementation shall be verified by the San Diego Water Board.	
Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	The project trip generation is below the Congestion Management Plan (CMP) trip generation thresholds. In addition, the proposed project is for the dredge, treatment, and removal of sediment, and will not result in any long-term changes to shipyard operations or operational traffic impacts. Therefore, the proposed project will not conflict with the applicable CMP.	No mitigation is required.	Less than significant
Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	The project would not result in a permanent change to air traffic patterns.	No mitigation is required.	Less than significant
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or	The dredge, treatment, and transport of sediment does not include any operational changes to the shipyard or other facilities, or long-term	No mitigation is required.	Less than significant

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
incompatible uses (e.g., farm equipment).	improvements to circulation or transportation facilities, and would not create hazardous conditions related to transportation design features.		
Result in inadequate emergency access.	The proposed project traffic will use existing streets that currently experience truck traffic as a result of port industrial and marine uses in the area. No temporary or permanent street closures are required. As noted in the Initial Study (IS), there would be no change to existing emergency access routes.	No mitigation is required.	Less than significant
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Bayshore Bikeway Segment 5 could be implemented prior to or during the active dredge period, and there is the potential for project-related tuck trips to interfere with the implementation and/or operation of the bikeway.	4.1.2: Should Staging Area 5 be selected, the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall consult with the San Diego Association of Governments (SANDAG) and the San Diego Unified Port District (Port District) on the implementation status of Segment 5 of the Bayshore Bikeway in order to locate the staging activity away from the planned bike path. The	Less than significant

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		consultation shall include information regarding the specific location, configuration, and operation of the temporary staging area, as well as appropriate bikeway safety and access considerations. If Staging Area 5 is selected, the contractor shall implement the staging area as agreed to by the agencies.	
Cumulative Traffic Impacts	Cumulative projects are not expected to use the same haul routes as the proposed project.	No mitigation is required.	Less than significant
HYDROLOGY AND WATER QUALITY			
Violate any water quality standards or waste discharge requirements.	The project activities could degrade water quality by introducing sediments and contaminants into the water column that could increase turbidity and degrade acceptable levels of habitat quality for organisms in the water column. In addition, the primary and secondary constituents of concern could be released when bed sediments are suspended in the water column.	4.2.1: During dredging operations, the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify that the contractor/dredge operator is using automatic rather than manual monitoring of the dredging operations, which will allow continuous data logging with automatic interpretation and adjustments to the dredging operations for real-time feedback for the dredge operator. Automatic systems	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>shall also be used to monitor turbidity in the vicinity of the dredging operations to facilitate real-time adjustments by the dredging operators to control temporary water quality effects. The automatic systems shall include threshold level alarms so that the operator or other appropriate project personnel recognize that a particular system within the operation has failed. If the threshold-level alarms are activated, the dredge operator shall immediately shut down or modify the operations to reduce water quality constituents to within threshold levels. The San Diego Water Board shall further verify that the contractor/dredge operator is using visual monitoring and recording of water turbidity during the dredging operations, including the temporary cessation of dredging if exceedances of the turbidity objective in the Basin Plan occur. Water quality sampling for contaminants of concern (COCs) shall</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>be required if silt curtains are not deployed during any phase of the in-water activities.</p> <p>4.2.2: During dredging operations, the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify that the dredge contractor is implementing standard Best Management Practices (BMPs) for minimizing resuspension, spillage, and misplaced sediment during dredging operations, as the deposition of such material would increase turbidity and compromise cleanup efforts. Such BMPs shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • The contractor shall not stockpile material on the bottom of the San Diego Bay floor and shall not sweep or level the bottom surface with the bucket. • The contractor shall use and maintain double silt curtains that 	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>encircle the area of dredging and shall minimize the times in which these curtains are temporarily opened, to contain suspended sediments.</p> <ul style="list-style-type: none"> • The contractor may use air curtains in conjunction with silt curtains to contain re-suspended sediment, to enhance worker safety, and allow barges to transit into and out of the work area without the need to open and close silt curtain gates. • The contractor shall ensure the environmental clamshell bucket is entirely closed when withdrawn from the water and moved to the barge. This action requires extra attention when debris is present to make sure debris does not prevent the bucket from completely closing. Two closure switches shall be on each side of the bucket near the top and bottom to provide an electrical 	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>signal to the operator that the bucket is closed. Use of the switches shall minimize the potential of sediment leaking from the bucket into the water column during travel to the surface.</p> <ul style="list-style-type: none"> • The contractor shall not overfill the digging bucket because overfill results in material overflowing back into the water. Use of instrumentation such as Clam Vision[®] shall allow the operator to visualize in real time the depth of cut that shall be designed to prevent overfilling. • The contractor shall utilize wide-pocket material barges having watertight containments to prevent return water from re-entering San Diego Bay. The contractor shall not overfill the material barge to a point where overflow or spillage could occur. Each material barge shall be marked in such a way to allow the 	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>operator to visually identify the maximum load point. The marking should allow sufficient interior freeboard to prevent spillage in rough water such as ship wakes during transit. Initiating the material barge marking shall minimize impact of load spillage during transit to the unloading area.</p> <ul style="list-style-type: none"> • The contractor shall not use weirs as a means to dewater the scow and shall allow additional room for sediment placement. Preventing this action shall minimize the introduction of turbidity to the water column. • The contractor shall place material in the material barge such that splashing or sloshing does not occur, which could send sediment back into the water. Splashing can be controlled by restricting the drop height from the bucket. 	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • If the use of a grate to collect debris is required, the contractor shall not allow material to pile up on the grid and flow or slip from the grid back into the water. The debris scalper shall be positioned in such a way as to be totally contained on the shore side of the unloading operations. The dredge operator shall visually monitor for debris build-up and alert the support personnel on the barge to assist in clearing the debris, as necessary. Debris that is derived from dredging activities shall be removed from the grate by the environmental clamshell bucket and placed in a contained area on the dredge barge or in a second material barge for subsequent removal to the onshore dewatering facility. • The contractor shall restrict barge movement and work boat speeds (i.e., reducing propeller wash) in the dredge area. The remedial design should identify the various areas 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>where this operational control should be used.</p> <p>4.2.3: During dredging operations, the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify that the contractor is deploying inner- and outer-boundary floating silt curtains fully around the dredging area at all times. Double silt curtains shall be utilized for containment of the dredge area; configurations, technologies, and actual locations of silt curtains in relation to the dredge barge shall be finalized during the design phase of the project. The floating silt curtain shall be comprised of connected lengths of Type III geotextile fabric. A continuous length of floating silt curtain shall be arranged to fully encircle the dredging equipment and the scow barge being loaded with sediment. The silt curtain shall be supported by a floating boom in</p>	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>open water areas (such as along the bay ward side of the dredging areas). Along pier edges, the contractor shall have the option of connecting the silt curtain directly to the structure. The contractor shall continuously monitor the silt curtain for damage, dislocation, or gaps and immediately fix any locations where it is no longer continuous or where it has loosened from its supports. The bottom of the silt curtain shall be weighted with ballast weights or rods affixed to the base of the fabric. Where feasible and applicable, the floating silt curtains shall be anchored and deployed from the surface of the water to just above the substrate. If necessary, silt curtains with tidal flaps may be installed to facilitate curtain deployment in areas of higher flow. Air curtains may be used in conjunction with silt curtains to contain resuspended sediment, enhance worker safety, and allow barges to transit into and out of the work area without the need to open and close silt</p>	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>curtain gates.</p> <p>4.2.4: Throughout the remediation process of dredging and application of the clean sand covers, the contractor shall conduct water quality monitoring to demonstrate that implementation of the remedial activities does not result in violations of water quality objectives in the Basin Plan outside of the construction area. The contractor shall submit weekly water quality reports to the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board). If water quality objectives are violated, the San Diego Water Board may temporarily halt activity and impose additional required measures to protect water quality.</p> <p>4.2.5: Prior to initiation of dredging activities, the contractor shall determine the swing radius of the unloading equipment and shall place a steel plate</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		(swing tray or spill plate) between the material barge and the hard cape to prevent spillage from falling directly into the water. The steel plate shall be sufficiently large enough to cover the swing radius of the unloading equipment. The spill plate shall be designed to prevent any “drippings” from falling between the material barge and dock where the unloading equipment is stationed. The spill plate shall be positioned so that any “dripped” material/water either runs back into the material barge or onto the unloading dock, which shall be lined with an impermeable material and beamed to contain excess sediment/water. The steel plate shall be designed to prevent any water or sediment from re-entering San Diego Bay. As a secondary containment measure, filter fabric material shall be placed over the spill plate and between edges of the barge and unloading dock to prevent any drippings from falling into San	

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		<p>Diego Bay. Upon completion of unloading a material barge, the spill plate shall be cleaned as necessary so that any dried sediment is not discharged or released to the atmosphere. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall be responsible for ensuring adherence to the requirements of this measure.</p> <p>4.2.6: During dredging activities, the contractor shall ensure that the environmental clamshell bucket is entirely closed when withdrawn from the barge and moved to the truck. In addition, the contractor shall ensure that the bucket is completely empty of sediment prior to being moved back to the barge to minimize sediment being spilled over the dock. The California Regional Water Quality Control Board, San Diego Region (San Diego Water</p>	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Board) shall be responsible for ensuring adherence to the requirements of this measure.</p> <p>4.2.7: During final design of the clean sand covers, the sand layer thickness and distribution shall be designed to stabilize the contaminated sediments being covered, control the resuspension and redistribution of existing contaminated sediments, and control substantial perturbation (mixing and overturning) of underlying contaminated sediments. The clean sand cover design may be limited to fill from the placement of clean sand. The clean sand cover design shall be thick enough to physically isolate the sediments from benthic or epigenetic organisms to prevent the uptake of bioaccumulative contaminants (e.g., polychlorinated biphenyls [PCBs]) by aquatic organisms either directly from the sediments or by foraging on benthos. The clean sand covers shall</p>	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>be designed to be thick enough to stabilize the contaminated sediments being covered and minimize the potential for them to be resuspended, eroded, or otherwise transported away from beneath the under pier areas . The final engineering plans shall include the source and type of sand required for subaqueous application of the clean sand covers. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall review and have approval authority for the final engineering plans, and shall verify implementation. A regulatory oversight contractor may be used by the San Diego Water Board.</p> <p>4.2.8: During application of the clean sand covers, the contractor shall place the initial layers of the clean sand cover in controlled lifts so as to ensure proper placement over the required area, minimize the potential for disturbance</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>and intermixing of the underlying sediments, and ensure that the required sand cover thicknesses are achieved. The sand shall be placed in such a manner as to reduce the vertical impact and lateral spreading of the clean sand cover material and the potential for resuspending the contaminated surface sediments. Controlled placement shall also minimize the mixing of the clean sand covers and underlying sediment by allowing the sediment to slowly gain strength before subsequent layers are deposited. Operational controls such as silt curtains shall also be employed during placement of the clean sand covers. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board), with the assistance of a regulatory oversight contractor, shall be responsible for ensuring adherence to the requirements of this measure.</p> <p>4.2.9: Prior to dredging operations, a</p>	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Dredging Management Plan (DMP) shall be prepared. The contractor shall implement the measures listed in the DMP during dredging operations. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall be responsible for review and approval of the DMP. The DMP shall contain Standard Operating Procedures (SOPs) for the project to assist the dredge contractor in preventing accidental spills and providing the necessary guidelines to follow in case of an oil or fuel spill. In addition to providing SOPs to prevent accidental oil/fuel spills during construction activities, the DMP shall address the identification of dredging needs, a methodology and process for determining dredging priorities and scheduling, the feasibility and requirements for expedited permitting, Quality Assurance Project Plan (QAPP) to comply with regulatory</p>	

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Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		requirements, alternatives for control and operation of dredging equipment, and Best Management Practices (BMPs) to implement in the event of equipment failure and/or repair. Typical BMPs for equipment failure or repair shall be identified in the DMP and could include: communication to project personnel, proper signage and/or barriers alerting others of potentially unsafe conditions, all repair work to be conducted on land and not over water, repair work involving use of liquids to be performed with proper spill containment equipment (e.g., spill kit), and a contingency plan identifying availability of other equipment or subcontracting options. Furthermore, the DMP shall specify that water discharges to San Diego Bay are prohibited; therefore, the barge shall implement measures necessary to capture all return water and prevent discharge to San Diego Bay. In addition, the DMP shall include, at a	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>minimum, the following measures to prevent accidental oil/fuel spills during construction activities:</p> <ul style="list-style-type: none"> • As an operational control element, all oil and fuel shall be housed in a secondary containment structure to ensure that any spill or leakage is prevented from entering the water column. • Personnel involved with dredging and handling the dredged material shall be given training on the potential hazards resulting from accidental oil and/or fuel spills. This operational control shall provide the personnel with an awareness of the materials they are handling as well as the potential impact to the environment. • All equipment shall be inspected by dredge contractor personnel before starting the shift. These inspections are intended to identify typical wear 	

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		<p>or faulty parts that may contain oil or fuel.</p> <ul style="list-style-type: none"> • Personnel shall be required to visually monitor for oil or fuel spills during construction activities. • In the event that a sheen or spill is observed, the equipment shall be immediately shut down and the source of the spill identified and contained. Additionally, the spill shall be reported to the applicable agencies presented in the DMP. • The shipyards currently have oil/fuel spill kits located at various locations on site for routine ship repair operations. All personnel associated with dredging activities shall be trained on where these spill kits are located, how to deploy the oil sorbent pads, and proper disposal guidelines. The dredging barge shall have a full complement of oil/fuel spill kits on board to allow for quick and timely implementation of 	

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		<p>spill containment.</p> <ul style="list-style-type: none"> The floats on the silt curtains will serve as oil booms in the event that a spill occurs. This operational control shall be the last line of defense against accidental oil/fuel spill occurrences. <p>The San Diego Water Board shall be responsible for verifying adherence to the requirements of this measure.</p> <p>4.2.10: The containment area constructed around the dewatering containment cell shall be designed to consist of berms (K-rails and/or dry dock blocks) surrounding the area that restrict decanted water/storm water to the land adjacent to the dewatering containment and prevent the water from flowing into San Diego Bay or the water table if a breach in the pad were to occur. If any area(s) adjacent to the dewatering containment cell are</p>	

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		<p>unpaved, a liner shall be utilized if necessary to prevent infiltration. The containment cell shall be designed as a “no discharge” facility and in a manner that prevents storm water runoff/run-on from adjacent areas to the cell from entering the dewatering area. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall review and approve the design of the dewatering containment cell and verify its implementation in accordance with approved plans.</p> <p>4.2.11: If a containment liner is used, the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify that the contractor has provided a salvaging layer of sand that is properly designed and implemented to provide a visual indicator to the excavator operator that he/she is getting close to the containment liner, or the use of closely</p>	

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		<p>spaced K-rails and dry dock blocks at key points (i.e., corners) to prevent the operator from getting to the containment liner, in order to prevent a breach in the dewatering pad.</p> <p>4.2.12: During dewatering operations, the contractor shall comply with the provisions of the <i>National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities</i> (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent permit, as they relate to activities conducted in the staging areas. This shall include submission of the Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the</p>	

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		<p>State Water Resources Control Board (State Water Board) via the Storm Water Multi-Application and Report Tracking System (SMARTS) at least 7 days prior to the start of dewatering activities at the staging areas. Construction activities shall not commence until a Waste Discharger Identification (WDID) number is received from the SMARTS. The SWPPP shall be prepared by a Qualified SWPPP Developer (QSD); shall meet the requirements of the Construction General Permit; and shall identify potential pollutant sources associated with dewatering activities, identify non-storm water discharges, and identify, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants associated with the construction site. BMPs shall include, but not be limited to, Good Housekeeping, Erosion Control, and Sediment Control. The BMPs identified in the SWPPP shall be</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>implemented during project construction. An Annual Report shall be submitted using the SMARTS no later than September 1 of each year during dewatering operations. A Notice of Termination (NOT) shall be submitted to the State Water Board within 90 days of completion of dewatering activities and stabilization of the site. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall be responsible for verifying the contractor's adherence to the requirements of this measure.</p> <p>4.2.13: Prior to any discharge to the sanitary sewer system, the contractor shall ensure that the decanted water is analytically tested following the discharge requirements for the San Diego Publically Owned Treatment Works (POTW). If water samples exceed the City of San Diego</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>requirements for discharge of wastewater to the sanitary sewer system, the water shall be taken off site for treatment and subsequent disposal. In addition, the contractor shall comply with any limits on pollutant concentrations, discharge times, and flow rates required by the City of San Diego. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall be responsible for verifying the contractor's adherence to the requirements of this measure.</p>	
<p>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which</p>	<p>The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operation would occur as a result of the proposed project. Therefore, the proposed project would not have a significant impact with respect to the groundwater resources.</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
would not support existing land uses or planned uses for which permits have been granted).			
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operation would occur as a result of the proposed project. Therefore, the proposed project would not have a significant impact with respect to drainage patterns.	No mitigation is required.	Less than significant
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operation would occur as a result of the proposed project. Therefore, the proposed project would not have a significant impact with respect to drainage patterns or flooding.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operation would occur as a result of the proposed project. Therefore, the proposed project would not have a significant impact with respect to storm drain capacity.	No mitigation is required.	Less than significant
Otherwise substantially degrade water quality.	See above.	See Mitigation Measures 4.2.1 through 4.2.13 above.	Less than significant
Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operation would occur as a result of the proposed project. Therefore, the proposed project would not have a significant impact with respect to flooding or flood hazard areas.	No mitigation is required.	Less than significant
Place within a 100-year flood hazard area structures which would impede or redirect flood flows.	The proposed project would not have a significant impact with respect to the following: groundwater resources, drainage patterns, storm drain capacity, flooding, or inundation.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	The proposed project would not have a significant impact with respect to flooding.	No mitigation is required.	Less than significant
Result in inundation by seiche, tsunami, or mudflow.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operation would occur as a result of the proposed project. Therefore, the proposed project would not have a significant impact with respect to inundation by seiche, tsunami, or mudflow.	No mitigation is required.	Less than significant
Cumulative Hydrology and Water Quality Impacts	There is the potential for a project involving contaminated sediment removal to occur concurrently with the Shipyard Sediment Site remedial effort.	4.2.14: The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall coordinate water quality monitoring efforts and share water quality monitoring data with other dredging projects in San Diego Bay throughout the duration of the project.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Considerations for the issuance of dredge permits or General Waste Discharge Requirements (WDRs) shall include distance(s) between sites and proposed timing of in-water activities that shall involve potential impacts to water quality, selection of appropriate water quality reference sampling locations in San Diego Bay, configuration of silt curtains, and coordination of expected commercial and recreational vessel traffic.</p>	
HAZARDS AND HAZARDOUS MATERIALS			
<p>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>Implementation of the proposed project, including dredging, sediment transport to unloading area, sediment unloading/transport to staging area, sediment drying/dewatering, load out, transport, and disposal has the potential to release hazardous materials, resulting in a significant hazard to the public or the environment.</p>	<p>4.3.1: Secondary Containment. As an operational control element, the contractor shall ensure, and the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) will verify, that all oil and fuel is housed in a secondary containment structure to ensure that spilled or leaked oil or fuel will be prevented from entering the water column.</p>	<p>Less than significant</p>

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>4.3.2: Dredging Management Plan. The contractor shall ensure that a Dredging Management Plan (DMP) containing Standard Operating Procedures (SOPs) for the project is developed prior to the initiation of dredging and implemented for the duration of the dredging activity. The DMP will include the following measures to prevent release of hazardous materials during construction activities:</p> <ul style="list-style-type: none"> • Personnel involved with dredging and handling the dredged material will be given training on their specific task areas, including: <ul style="list-style-type: none"> ○ Potential hazards resulting from accidental oil and/or fuel spills; ○ Proper dredging equipment operation; and ○ Proper silt curtain deployment techniques. 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Proper response in the event that ordnance or munitions are encountered. • All equipment will be inspected by the dredge contractor and equipment operators before starting the shift. These inspections are intended to identify typical wear or faulty parts. • Required instrumentation to avoid spillage of dredging material will be identified for each piece of equipment used during dredging operations. • Personnel will be required to visually monitor for oil or fuel spills during construction activities. • In the event that a sheen or spill is observed, the equipment will be immediately shut down and the source of the spill identified and contained. Additionally, the spill will be reported to the applicable agencies presented in the DMP. 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • All personnel associated with dredging activities will be trained as to where oil/fuel spill kits are located, how to deploy the oil-absorbent pads, and proper disposal guidelines. The dredging barge shall have a full complement of oil/fuel spill kits on board to allow for quick and timely implementation of spill containment. • The use of oil booms will be deployed surrounding the dredging activities. In the event that a spill occurs, the oil and/or fuel will be contained within the oil boom boundary. The silt curtains may act as an oil boom, provided absorbent material is deployed during a spill. • Shallow areas along the haul route will be mapped and provided to the dredge operator for review. These areas will be avoided to the extent possible to prevent propeller wash 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>resuspension of sediment.</p> <ul style="list-style-type: none"> • Load-controlled barge movement, line attachment, and horsepower requirements of tugs and support boats at the project site will be specified to avoid resuspension of sediment. • Barge load limits and loading procedures will be identified, and the appropriate draft level will be marked on the materials barge hull. • A protocol will be developed for the project in conjunction with the U.S. Department of the Navy (DON) to address any munitions and ordnance that have been found during the project. As required for projects within the San Diego Bay ship Channels, the project shall be coordinated with the Navy NAVFAC Southwest Division in San Diego for munitions clearance. 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Implementation of the DMP will be verified by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board). The DON will be provided an opportunity to review and comment on the DMP, particularly with respect to ordnance and munitions that have been identified in proximity to the Shipyard Sediment Site.</p> <p>4.3.3: Contingency Plan. The contractor shall ensure that a Contingency Plan has been developed prior to the initiation of dredging and implemented for the duration of the dredging activity to address equipment and operational failures that could occur during dredging operations. The Contingency Plan will also address the potential to encounter munitions or ordnance. The Contingency Plan will include the following measures to prevent release of hazardous materials</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>during construction activities:</p> <ul style="list-style-type: none"> • Actions to implement in the event of equipment failure, repair, or silt curtain breach. These include: <ul style="list-style-type: none"> ○ Communication to project personnel; ○ Proper signage and/or barriers alerting others of potentially unsafe conditions; ○ Specification for repair work to be conducted on land and not over water; ○ Identification of proper spill containment equipment (e.g., spill kit); ○ A plan identifying availability of other equipment or subcontracting options; ○ Emergency procedures to follow in the event of a silt curtain breach; ○ Incident reporting and review procedure to evaluate the causes of an accidental silt curtain 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>breach and steps to avoid further breaches; and</p> <ul style="list-style-type: none"> ○ Response procedures in the event of barge overfill. <ul style="list-style-type: none"> • Actions to implement in the event that munitions or ordnance are encountered during project activities. These include: <ul style="list-style-type: none"> ○ Immediate stoppage of all in-water work activities until further notice to proceed is received; ○ Contact the site safety manager; ○ Refer to the Contingency Plan section that presents the emergency contact name(s) and telephone number(s) for NAVFAC Southwest Division; and ○ Contact NAVFAC Southwest Division personnel. The recovery and disposal of any munitions and/or ordnance 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>item(s) found will become the responsibility of NAVFAC Southwest Division.</p> <p>Implementation of the Contingency Plan will be verified by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p> <p>4.3.4: Health and Safety Plan. The contractor shall ensure that a Health and Safety Plan (H&S Plan) has been developed prior to the initiation of dredging and implemented for the duration of the dredging activity to protect workers from exposure to contaminated sediment. The H&S Plan will include the following requirements at a minimum:</p> <ul style="list-style-type: none"> • Training for operators to prevent spillage of sediment on the bridges during dredging activities • Training for operators in 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>decontamination and waste containment procedures</p> <ul style="list-style-type: none"> • Training for operators in appropriate notification/handling procedures for munitions/ordnance • Identification of appropriate Personal Protection Equipment (PPE) for all activities, including sediment removal, management, and disposal • Certification of personnel under safety regulations such as Occupational Safety and Health Administration (OSHA) 29 Code of Federal Regulations (CFR) 1910.120 • Documentation that requires that health and safety procedures have been implemented <p>Implementation of the H&S Plan will be verified by the California Regional Water Quality Control Board, San Diego Region (San Diego Water</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Board).</p> <p>4.3.5: Communication Plan. The contractor shall ensure that a Communication Plan and operational guidelines are developed between the Port of San Diego and/or the Harbor Master and all vessel operators prior to the initiation of dredging to ensure the safe movement of project vessels from the dredge to the unloading area. Features of the Communication Plan will include at a minimum:</p> <ul style="list-style-type: none"> • Identification of vessel speed limitations (wake/no wake); and • Notification to project personnel using air horns as necessary. <p>Implementation of the Communication Plan for the duration of the dredging activity will be verified by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>4.3.6: Sediment Management Plan. The contractor shall implement Best Management Practices (BMPs) and follow Standard Operating Procedures (SOPs) during sediment unloading, transport, drying/dewatering, and disposal operations for the duration of the dredging activity. At a minimum, these BMPs/SOPs will include:</p> <ul style="list-style-type: none"> • The speed of the crane’s swing arm shall be limited; • Placement of a spillage plate to prevent any dropped sediment from impacting the water column; • Conveyance of sediment on the spillage plate to a collection sump; • Utilization of a power washing to clean sediment from equipment, such as the spill plate, into the collection sump, if present; • Contractor identification of haul truck load limits on first load each day; 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Driver training and enforcement of safe driving procedures; • Only liquid drying agents will be utilized to avoid airborne release of these materials; • Implementation of a dust control and monitoring plan during sediment staging; • The stockpile liner will be protected from excavator penetration by a visual indicator such as sand, or by physical barriers such as railroad rails or K-rails; • Decanted water from sediment and any storm water in the staging area will be managed by sloping the staging area to a common sump or pond (containment cell) or pumped to a series of tanks. The containment device(s) will be designed to meet a performance standard of “no discharge” so that storm water runoff cannot enter the bay or adjacent areas and to ensure 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>that storm water surrounding areas cannot penetrate the containment area. The containment device(s) will be inspected daily during sediment staging. Prior to discharge, the liquid will be tested to evaluate whether it meets discharge criteria for the San Diego Publically Owned Treatment Works (POTW) or if treatment is required prior to discharge;</p> <ul style="list-style-type: none"> • Sediment loading for transport off site will be conducted in a contained area, and haul trucks will be power washed prior to exit to prevent sediment from being discharged to the bay or surrounding area; and • All hazardous materials (liquid, sediment, or chemicals used during the project) will be handled, transported, and disposed of at the proper disposal facility in accordance with state regulations. 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Implementation of these BMPs/SOPs will be verified by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p> <p>4.3.7: Hazardous Materials Transportation Plan. Prior to the initiation of dredging, the contractor shall prepare and implement a Hazardous Materials Transportation Plan for the duration of the dredging activity that specifies the following procedures at a minimum:</p> <ul style="list-style-type: none"> • Sediment containment procedures • Emergency notification procedures <p>The Hazardous Materials Transportation Plan will be subject to review by, and its implementation will be verified by, the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>4.3.8: Traffic Control Plan. The contractor shall prepare a Traffic Control Plan that will be developed prior to the initiation of dredging and implemented for off-site transport of the sediment, and will include, but not be limited to, the following information:</p> <ul style="list-style-type: none"> • Planned haul truck routes • Haul truck escorts, if required • In case of accidental spillage, emergency vehicle access and sediment containment and removal procedures <p>The Traffic Control Plan will be subject to approval by the City of San Diego and/or the National City Traffic Engineer, and implementation for the duration of the dredging activity will be verified by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
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.	See above.	See above.	Less than significant
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Perkins Elementary School is located within 0.25 mile of Staging Areas 1 and 2. However, the school is not located along the proposed project or mitigation haul route and would not be significantly impacted by hazardous materials.	No mitigation is required.	Less than significant
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 create a significant hazard to the public or the environment.	The Shipyard Sediment Site and staging areas are not on or adjacent to a listed site on the active California Environmental Protection Agency Hazardous Waste and Substances Sites (Cortese) list.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
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, would the project result in a safety hazard for people residing or working in a project area.	The proposed project is not located within hazard areas identified in an airport land use plan.	No mitigation is required.	Less than significant
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.	The proposed project is not within the vicinity of a private airstrip.	No mitigation is required.	Less than significant
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	The proposed project would not impair implementation of an emergency response plan or emergency evacuation plan.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands	The proposed project is not located in an area subject to risk of wildland fires.	No mitigation is required.	Less than significant
Cumulative Hazards and Hazardous Materials Impact	With implementation of Mitigation Measures 4.3.1 through 4.3.8 for project impacts and Mitigation Measure 4.2.14 for cumulative impacts, the impacts of the proposed project in combination with reasonably foreseeable projects in the surrounding areas would not contribute to significant cumulative impacts to people or the environment due to exposure to hazardous materials.	No additional mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
NOISE			
Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Noise generated by the proposed project activities, including dredge, treatment, and removal of sediment, would not exceed local noise standards.	No mitigation is required.	Less than significant
Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operations would occur as a result of the proposed project.	No mitigation is required.	Less than significant
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	The proposed project involves the dredge, treatment, and removal of sediment. No long-term changes to existing landside facilities or their operations would occur as a result of the proposed project.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>If any one of Staging Areas 1 through 4 were selected, there is the potential for noise impacts from increased truck and vehicle trips on the portion of the haul route along Boston Avenue. If either Staging Area 1 or 2 were to be selected, there is the potential for impacts to Cesar Chavez Park from the operation of equipment and dewatering/treatment activities. If Staging Area 4 were to be selected, there is the potential for residential uses located along Main Street in the City of San Diego to be affected by noise from equipment operation and dewatering treatment activities. If Staging Area 5 were to be selected, there is the potential for residential uses along Cleveland Avenue, Pepper Park, and Pier 32 Marina to be impacted by noise from equipment operation and dewatering/treatment activities. All of these potential impacts were analyzed and found to be less than significant. Therefore, the proposed project would</p>	<p>Although construction noise impacts are not expected to exceed the construction noise thresholds established by either the City of San Diego or City of National City, the following precautionary measures are proposed to ensure that construction noise impacts remain at a less than significant level.</p> <p>4.4.1: The contractor shall ensure, and the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) and City of San Diego Noise Control Officer shall verify, that treatment and haul activity, except that performed within the active shipyards' work areas, in the City of San Diego is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in section 21.04 of the San Diego Municipal Code, with the exception of Columbus Day and Washington's Birthday, or on Sundays, that would create disturbing, excessive,</p>	<p>Less than significant</p>

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>result in a temporary increase in noise above existing ambient levels; however, this impact is less than significant because the increased noise levels would not exceed local standards.</p>	<p>or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator in conformance with San Diego Municipal Code section 59.5.0404.</p> <p>4.4.2: The contractor shall ensure, and the National City Noise Control Officer and California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify that treatment and haul activity, except that performed within the active shipyards' work areas, in National City is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on weekends or holidays as specified in section 12.10.160 of the City of National City Municipal Code.</p> <p>4.4.3: The contractor shall implement, and the California Regional Water</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Quality Control Board, San Diego Region (San Diego Water Board) shall verify, the following for the duration of project implementation (dredging, treatment, and loading) in order to reduce potential construction noise impacts on nearby sensitive receptors:</p> <ol style="list-style-type: none"> 1. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. 2. All stationary construction equipment shall be placed so that emitted noise is directed away from sensitive receptors nearest the project site. 3. All equipment staging shall be located to create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site. 	
For a project located within an airport land use plan or,	The project is not located in an area exposed to high aircraft noise levels.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.			
For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.	The proposed project is not located within the vicinity of a private airstrip.	No mitigation is required.	Less than significant
Cumulative Noise Impacts	Noise effects from construction activities from related port projects would not impact the sensitive receptors identified for the proposed project because of their distance from the proposed project area.	No mitigation is required.	Less than significant
BIOLOGICAL RESOURCES			
Have a substantial adverse effect, either directly or indirectly through habitat	The proposed project has the potential to impact the following special-status species:	4.5.1: A pre-construction eelgrass habitat mapping survey for the Shipyard Sediment Site shall be completed by the	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or the CDFG or USFWS.</p>	<ul style="list-style-type: none"> • California halibut • Coastal Pelagic Fisheries Management Plan (FMP) Species - northern anchovy • Pacific Groundfish FMP species • Sea turtles • California least tern • Elegant tern, Black skimmer • California brown pelican • Double-crested cormorant • Brant • Marine mammals, if present 	<p>responsible parties within 120 days of the proposed start dates of each project phase in accordance with the Southern California Eelgrass Mitigation Policy (SCEMP) (National Marine Fisheries Service [NMFS], 1991 as amended) to document the amount of eelgrass that will likely be affected by dredging activity. The results of these surveys shall be integrated into a Final Eelgrass Mitigation Plan prepared by the responsible parties for the project and used to calculate the amount of eelgrass to be mitigated. The Final Eelgrass Mitigation Plan shall be subject to approval by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) and NMFS, and shall include the following elements:</p> <ul style="list-style-type: none"> • A detailed map of the area including distribution, density and relationship to depth contours of any eelgrass beds likely to be impacted by 	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>project construction.</p> <ul style="list-style-type: none"> • The identification of mitigation site factors such as distance from project, depth, sediment type, distance from ocean connection, water quality, and currents should be considered in evaluating potential sites. • Techniques for the construction and planting of the eelgrass mitigation site consistent with the best available technology at the time of the project. • Proposed mitigation timing schedule. • Proposed mitigation monitoring activities. <p>A post-dredging project eelgrass survey shall be completed by the responsible parties within 30 days of the completion of each dredging episode in accordance with the SCEMP and shall be submitted to the NMFS, United States Fish and</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Wildlife Service (U.S. FWS), California Department of Fish and Game (CDFG), and the Executive Director of the California Coastal Commission (CCC), as well as the San Diego Water Board.</p> <p>Criteria for determination of transplant success shall be based upon a comparison of vegetation coverage (area) and density (turions¹ per square meter) between the project adjusted impact area (original impact area multiplied by 1.2 or the amount of eelgrass habitat to be successfully mitigated at the end of 5 years) and the mitigation site(s). The extent of vegetated cover is defined as that area where eelgrass is present and where gaps in coverage are less than 1 meter between individual turion clusters. Density of shoots is defined by the number of turions per area present in representative samples within the</p>	

¹ A turion is a specialized overwintering bud produced by aquatic herbs.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>original impact area, control or transplant bed.</p> <p>Specific criteria are as follows:</p> <ul style="list-style-type: none"> • The mitigation site shall achieve a minimum of 70 percent area of eelgrass and 30 percent density as compared to the adjusted project impact area after the first year. • The mitigation site shall achieve a minimum of 85 percent area of eelgrass and 70 percent density as compared to the adjusted project impact area after the second year. • The mitigation site shall achieve a sustained 100 percent area of eelgrass bed and at least 85 percent density as compared to the adjusted project impact area for the third, fourth, and fifth years. <p>The amount to be transplanted shall be based upon the guidelines in the</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>SCEMP. If remedial transplants at the project site are unsuccessful, then eelgrass mitigation shall be pursued at the secondary eelgrass transplant location. The San Diego Water Board shall verify implementation of this mitigation measure.</p> <p>4.5.2: In order to protect sea turtles that could potentially forage within and among eelgrass beds identified at or near the project site, the project marine biologist shall mark the positions of eelgrass beds with buoys prior to the initiation of any construction to minimize damage to turtles foraging within eelgrass beds outside the construction zone. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify that buoys have been properly placed.</p> <p>4.5.3: The project marine biologist shall meet with the construction crews prior</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>to dredging as well as periodically throughout the project to review pre-dredge survey areas of eelgrass beds to avoid those located adjacent to the project site and to review proper construction techniques. A training log shall be maintained by the project marine biologist and shall be submitted monthly to the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board), who shall verify implementation of this measure.</p> <p>4.5.4: The contractor shall ensure that throughout the duration of dredge and clean sand cover placement activities, project-related barges and work vessels operating in areas where eelgrass beds exist shall be operated in a manner to ensure that eelgrass beds are not impacted through grounding, propeller damage, or other activities that may disturb the seafloor. Such measures</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>shall include speed restrictions, establishment of off-limit areas, and use of shallow draft vessels. The project marine biologist shall periodically confirm that these measures are implemented and shall submit a monthly monitoring report to the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p> <p>4.5.5: The contractor shall ensure that throughout the duration of dredge and clean sand cover placement activities, barges and work vessels shall be operated in a manner to ensure that sea turtles and marine mammals are not injured or harassed through excessive vessel speed or propeller damage. Such measures shall include speed restrictions, establishment of off-limit areas, and use of shallow draft vessels. The project marine biologist shall periodically confirm that these measures are implemented and shall submit a</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>monthly monitoring report to the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board).</p> <p>4.5.6: The contractor shall ensure that construction crews and work vessel crews are briefed daily on the potential for sea turtles and marine mammals to be present and provided with identification characteristics of sea turtles, seals, sea lions, and dolphin. The project marine biologist shall periodically confirm that this measure is implemented and include verification in a monthly monitoring report.</p> <p>4.5.7: The contractor shall ensure that all construction activity be temporarily stopped if a sea turtle or marine mammal is sighted within 100 meters of the construction zone until the sea turtle or marine mammal is safely outside the outer perimeter of project activities.</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>The biological monitor, who will be on site periodically during dredging activities, shall have the authority to halt construction operation and shall determine when construction operations can proceed. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify implementation of this mitigation measure.</p> <p>4.5.8: The biological monitor shall prepare an incident report of any green sea turtle or marine mammal activity in the project area and shall inform the contractor to have his/her crews be aware of the potential for additional sightings. The report shall be provided within 24 hours to the California Department of Fish and Game (CDFG) and National Marine Fisheries Service (NMFS). In the event a sea turtle, pinniped, or cetacean is injured or killed as consequence of a collision, the vessel operator and the appointed project safety</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>personnel shall be required to immediately notify the NMFS (Southwest Division) and shall submit a written, follow-up report within 24 hours of the incident. Any injured sea turtle or marine mammal shall be transported to an agency-approved treatment facility. The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) shall verify implementation of this mitigation measure.</p> <p>4.5.9: A qualified biologist familiar with the California least tern and other special-status seabirds and waterfowl shall be retained and be on site to assess the roosting and foraging behavior of special-status seabirds and waterfowl at the Shipyard Sediment Site and selected staging area(s) immediately prior to and during the initial start-up phase of dredging and clean sand cover placement activities. Once it has been</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>determined that activities are not adversely affecting seabirds and waterfowl, the biologist shall not be required to be on site continuously; however, monitoring shall be performed at least once per week (or more often if required by the resource agencies) to adequately assess whether substantial adverse impacts to special-status seabirds and waterfowl are resulting from project activities (e.g., disrupting nesting or foraging activities, harassing roosting birds). The biologist shall be present during either of the selected dredge scheduling options. In the event of an imminent threat to California least tern and/or other special-status species, the monitor shall immediately contact the contractor's construction manager. In the event the construction manager/contractor is not available, the monitor shall have the authority to redirect or halt construction activities if determined to be necessary. The California Regional Water Quality Control Board,</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>San Diego Region (San Diego Water Board) shall verify implementation of this mitigation measure.</p> <p>4.5.10: If Staging Area 5 is selected, prior to initiation of dredging and during final design, the contractor shall endeavor to restrict dewatering and treatment activities to within the western and northern portions of the staging area to the extent feasible. To the extent practicable, activities shall be conducted in locations where existing buildings obstruct sensitive habitat areas from noise sources. The staging area layout shall be submitted to the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) (and to the resource agencies, if required) for review and approval.</p> <p>4.5.11: If Staging Area 5 is selected, the California Department of Fish and Game (CDFG) shall be notified not less</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>than 30 days in advance and shall be given the opportunity to provide recommended measures to minimize impacts from increased noise and human activity to species in the Sweetwater Marsh Unit of the San Diego Bay National Wildlife Refuge (NWR). All agency-recommended measures (or agency-approved substitute measures, if recommended measures are infeasible) shall be implemented throughout the duration of project activities in Staging Area 5. At a minimum, the applicant shall conduct pre-activity nesting bird surveys within 300 feet of all noise-intensive activities if such activities will be initiated within the breeding season for special-status species (conservatively February 1 through August 31). If nesting birds are identified within 300 feet of activities, a qualified (and, if appropriate based on the species, agency-permitted) biological monitor shall be present on site to observe the behavior of the nesting birds during</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>initiation of activities. The biological monitor shall have the authority to temporarily halt or redirect activities in the event that adverse effects to the birds are evident (e.g., there is a risk of nest failure or other indication of harassment, as defined by the Endangered Species Act). If adverse effects to nesting birds appear to be likely, the monitor shall recommend additional measures (e.g., installation of sound barriers, limiting duration of activities, relocating activities to another area, or postponing activities until the nest is no longer active) in concert with resource agency personnel.</p> <p>Regardless of whether nesting birds are identified during the pre-activity nesting bird surveys, the biological monitor shall inspect the site and any adjacent areas supporting potential nesting habitat at least every 2 weeks during project activities that are conducted</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		during the nesting season (conservatively February 1 through August 31) and shall report monthly to the State Water Resources Control Board (State Water Board). and CDFG.	
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 CDFG or USFWS.	Potential Staging Area 5 is adjacent to the Sweetwater Marsh Unit of the San Diego Bay National Wildlife Refuge (NWR), which provides habitat for a variety of special-status species. Off-site indirect effects associated with the proposed project that could affect areas within the NWR would be limited to potential increases in noise and human activity at Potential Staging Area 5.	See Mitigation Measures 4.5.10 and 4.5.11, above.	Less than significant
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or	No known federally protected wetlands exist within the project site.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
other means.			
Substantial interference 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.	<p>Patches and beds of eelgrass are present within the project area and would be adversely affected by dredging activities through direct removal.</p> <p>Dredging and placement of clean sand cover will result in the loss of the majority of benthic infauna within the remedial footprint. The dredged areas and clean fill sand are expected to be recolonized by a more diverse assemblage of benthic invertebrates compared to existing conditions, and benthic biomass (i.e., productivity) will be higher, which would benefit the benthic foraging fishes of the Bay.</p>	<p>See Mitigation Measure 4.5.1, above.</p> <p>No mitigation is required.</p>	<p>Less than significant</p> <p>Less than significant</p>
Conflict with any local policies or ordinances protecting biological	The proposed project would not conflict with any local policies or ordinances protecting biological resources.	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
resources, such as a tree preservation policy or ordinance.			
Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?	The proposed project would not conflict with an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.	No mitigation is required.	Less than significant
Cumulative Biological Resources Impacts	The project is relatively small in area compared to the Bay overall, and dredging activities occur throughout the Bay periodically under existing conditions; therefore, it is not expected to substantially change the ecosystem composition (if anything, removal of toxic sediments is intended to improve ecological function) or result in permanent habitat loss.	No additional mitigation is required.	Less than significant
AIR QUALITY			
Conflict with or obstruct implementation of the applicable air quality plan	The Regional Air Quality Strategy (RAQS) is based on local General Plans; projects that are deemed	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>consistent with the General Plan are found to be consistent with the air quality plan. The proposed project is a short-term remedial dredge-and-haul project that would not result in long-term changes to existing or planned land uses and would not conflict with the City of San Diego or National City General Plans.</p>		
<p>Violate any air quality standard or contribute substantially to an existing or projected air quality violation</p>	<p>Emissions of particulate matter (PM₁₀ and PM_{2.5}) generated during dredging and dewatering activities will be relatively small and will not exceed the thresholds of significance for particulate matter. Therefore, construction activities associated with the project would result in less than significant adverse impacts related to PM₁₀, PM_{2.5}, and fugitive dust.</p> <p>A Health Risk Assessment (HRA) was performed for the potential exposure to emissions from project-related haul</p>	<p>No mitigation is required.</p> <p>No mitigation is required.</p>	<p>Less than significant</p> <p>Less than significant</p>

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	truck traffic. The HRA results indicate an exposure to risk that would not exceed the San Diego Air Pollution Control District (APCD) criterion for cancer nor chronic or acute health risks.		
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	Construction equipment/vehicle emissions during the dredging and drying of the sediment would result in nitrogen oxides (NO _x) emissions that would exceed the City-established daily emissions threshold for that pollutant. While adherence to San Diego APCD rules and regulations (Mitigation Measures 4.6.1 through 4.6.7) and implementation of mitigation measures (Mitigation Measures 4.6.8 through 4.6.14) would reduce this impact, impacts would remain significant and adverse.	<p>4.6.1: The contractor shall be required by contract specifications to minimize obstruction of through traffic lanes adjacent to the site. If necessary, a flag person shall be retained by the construction supervisor to maintain safety adjacent to existing roadways. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.2: During dredging and dewatering activities, the contractor shall support and encourage ridesharing and transit</p>	Significant and unavoidable

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>incentives for the construction crew. These specifications shall be included in the proposed project’s construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging.</p> <p>4.6.3: During dredging and dewatering activities, the contractor shall ensure that on-site vehicle speed shall be limited to 15 miles per hour (mph). Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.4: During dredging and dewatering</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>activities, the contractor shall ensure that all on-site roads are paved. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.5: During dredging and dewatering activities, the contractor shall adhere to San Diego Air Pollution Control District (APCD) Rule 55 to ensure that all material excavated or graded is sufficiently watered to prevent airborne dust from being visible beyond the property line. Watering with complete coverage, and/or surfactants shall be applied to stockpiles of dirt, inactive construction areas, and construction roads if and as necessary. Contract specifications shall be included in the</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.6: Should the dredge material dry sufficiently to be considered dusty, the contractor shall ensure that all earthmoving activities cease during periods of high winds (i.e., greater than 25 mph averaged over 1 hour). Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>4.6.7: During dredging and dewatering activities, the contractor shall ensure that all material transported off site is either sufficiently wet or securely covered to prevent excessive amounts of dust. In addition, per San Diego Air Pollution Control District (APCD) Rule 55, the construction contractor shall ensure that visible roadway dust from track-out/carry-out be minimized. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.8: The contractor shall be required by contract specifications to ensure that all diesel-powered equipment used are retrofitted with after-treatment products</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>(e.g., engine catalysts) to the extent that they are readily available in the San Diego Air Basin (SDAB). Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.9: The contractor shall be required by contract specifications to ensure that all heavy-duty diesel-powered equipment operating and refueling at the project site use low oxides of nitrogen (NO_x) diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board [ARB] diesel) in the San Diego Air Basin (SDAB). (This does not apply to diesel-powered trucks</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>traveling to and from the project site.) Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.10: The contractor shall be required by contract specifications to ensure that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) are utilized to the extent 1) that the equipment is readily available and 2), if such equipment is available in the San Diego Air Basin (SDAB), it is also cost effective. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.11: The contractor shall be required by contract specifications to ensure that construction equipment engines are maintained in good condition and in proper tune per manufacturer’s specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.12: The contractor shall be required by contract specifications to ensure that construction-related equipment,</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>including heavy-duty equipment, motor vehicles, and portable equipment, is turned off when not in use for more than 5 minutes. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.13: The contractor shall be required by contract specifications to ensure that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		<p>Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p> <p>4.6.14: The contractor shall utilize alternative-fueled construction equipment to the maximum extent feasible. All diesel-powered construction equipment shall meet or exceed Tier III standards, or shall be equipped with ARB-verified oxidation catalysts and diesel particulate filter emission controls, using the greatest control efficiency for the specific category of equipment where feasible. The construction contractor shall demonstrate that these verified/certified technologies are available to be used at the time of project dredging and dewatering activities. These specifications shall be included in the proposed project’s construction documents, which shall be reviewed by</p>	

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
		the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.	
Expose sensitive receptors to substantial pollutant concentrations	No substantial increase in carbon monoxide (CO) contributions would occur in the project vicinity, and no CO hot spots are expected as a result of the project	No mitigation is required.	Less than significant
Create objectionable odors affecting a substantial number of people	The heavy-duty construction equipment used in the project area during construction would result in odor emissions. However, these odors would be limited to the time that construction equipment is operating during the construction period for the project. Adherence to the mitigation measures identified for equipment would reduce impacts associated with objectionable odors from the operation of diesel-powered construction equipment.	See above.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>While the dredge material is drying, the decomposition of organic matter as it is exposed to air may generate unpleasant odors.</p>	<p>4.6.15. Should the dredge material be odorous due to the decomposition of organic material, the contractor shall apply a mixture of Simple Green and water (a ratio of 10:1), or similar solution, to the dredge material to the extent odor issues arise with respect to particular portions of the dredged material to accelerate the decomposition process and reduce odor impacts. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) prior to the initiation of dredging. The San Diego Water Board shall verify implementation of this measure.</p>	<p>Less than significant</p>

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Cumulative Air Quality Impacts	San Diego Unified Port District (Port District) projects could be under construction at the same time as the proposed project. Should multiple projects be underway at the same time, it is anticipated that the additional NO _x emissions could result in significant cumulative air quality impacts. Construction activities for the Shipyard Sediment Remediation Project would also contribute to construction-related adverse cumulative air quality impacts because the San Diego Air Basin (SDAB) is presently in nonattainment for ozone (O ₃), and the project, in conjunction with other planned projects, would contribute to the existing nonattainment status for O ₃ .	See above.	Significant and unavoidable
CLIMATE CHANGE AND GHG EMISSIONS			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	The proposed project will result in short-term emissions associated with the use of construction equipment. There will be no ongoing increase in contribution to global warming because there are no permanent on-site	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	stationary sources, and there is no ongoing increase in the number of vehicular trips coming to and from the project site. Therefore, the proposed project's contribution to global climate change (GCC) in the form of greenhouse gas (GHG) emissions is less than significant.		
Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs	The proposed project would not conflict with the potential measures to bring California to the emission reduction targets based on California Climate Action Team (CAT) strategies, the City of San Diego Climate Action Plan, and the City of National City Draft Climate Action Plan.	No mitigation is required.	Less than significant
Cumulative Climate Change or GHG Emission Impacts	The proposed project will result in short-term emissions associated with the use of construction equipment for dredging treatment and haul activities. There will be no ongoing increase in contribution to global warming because there are no permanent on-site stationary sources and there is no	No mitigation is required.	Less than significant

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Threshold of Significance	Potential Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	ongoing increase in the number of vehicular trips coming to and from the project site. Therefore, the proposed project's contribution to GCC in the form of GHG emissions is less than cumulatively significant.		

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