DEPARTMENT OF THE NAVY
NAVAL BASE SAN DIEGO
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26 Jun 23

From: Commanding Officer, Naval Base San Diego
To: Mr. Cassidy Teufel

Subj: COASTAL CONSISTENCY NEGATIVE DETERMINATION FOR NAVAL BASE SAN DIEGO FLOATING DRY DOCK AT MOLE PIER

Encl: (1) Coastal Consistency Negative Determination

1. The U.S. Navy has made design changes to the project evaluated and considered under its previous negative determination (ND-0031-19) for berthing and operation of a floating dry dock at Naval Base San Diego. The previous negative determination assessed dredging, sediment disposal, demolition, and construction required to support two dry docks; however, this determination addresses new information and design changes to the Mole Pier floating dry dock.

2. This submittal in compliance with Section 930.35 of the National Oceanic and Atmospheric Administration Federal Consistency Regulations (15 CFR 930), the Navy has determined the subject project would have no effect to coastal resources or uses for the reasons identified in enclosure (1).

3. The Navy requests your review of this determination. Upon completed of determination, please send an electronic copy of response to Ms. Deborah McKay, Fleet Environmental Coastal Coordinator, at deborah.e.mckay2.civ@us.navy.mil. The point of contact in this matter is Ms. Deborah McKay who may be reached at (619) 705-5406.

R. A. HEELY JR

NEGATIVE DETERMINATION FOR

NAVAL BASE SAN DIEGO FLOATING DRY DOCK PROJECT AT MOLE PIER

SAN DIEGO, CALIFORNIA

In compliance with Section 307c (1) of the Coastal Zone Management Act of 1972 (CZMA), as amended, the Department of the Navy (Navy) has determined that the proposed project to construct and operate a floating dry dock (FDD) at Mole Pier on Naval Base San Diego (NBSD) would have no effect on coastal resources or uses within the coastal zone. In accordance with Ocean and Coastal Resource Management regulations (15 Code of Federal Regulations [CFR] § 930.35 and 930.46(a)(1)), the Navy has concluded that a supplemental negative determination is the appropriate level of documentation.

This submittal provides an update to the Navy's previous project for installation and operation of two floating dry docks at NBSD. On December 5, 2019, the Navy submitted a negative determination for its project at Mole Pier and the project located adjacent to Marine Group Boat Works (MGBW) at the southern most point of NBSD under a commercial outlease. On December 31, 2019, the Commission concurred with the Navy's determination (see ND-0031-19). Then on August 12, 2022, the Navy provided additional information to the Commission on the MGBW FDD, including a lease modification from MGBW to Austal USA as well as sediment sampling results and slight changes in pier pile number differences from that analyzed under ND-0031-19.

In accordance with 15 C.F.R. § 930.35(a)(2), which directs federal agencies to prepare such negative determinations for a federal activity which is the same as, or is substantially similar to, activities for which consistency determinations were prepared in the past, this negative determination is similar to previous Navy determinations for waterfront infrastructure repairs and replacements in San Diego Bay. For similar dredging activity in the San Diego Bay see: CD-51-87; CD-64-92; CD-51-94; CD-89-99; CD-031-01; ND-036-07; ND-011-11; ND-052-12; CD-011-13; ND-007-14; ND-0011-16; ND-0002-18; ND-0040-18; ND-0008-19; and ND-0009-19. For similar pier construction activity in San Diego Bay, see: CD-51-87 for Pier 12; CD-031-01 for Piers 10/11; ND-011-11 for Pier 12; CD-011-13 for Fuel Pier; ND-0044-14 for Pier 8, and ND-0023-20 for Pier 6. In those decisions, the California Coastal Commission (Commission) found that the Navy's dredging and in-water construction activities would either have no effect on coastal resources and uses or would otherwise be consistent with enforceable policies (15 C.F.R. § 930.33(a)(1)) of the California Coastal Management Program (CCMP). The Commission concurred that the activities complied with the water quality, public access and recreation, and environmentally sensitive habitat policies of the CCMP.

The Navy prepared an Environmental Assessment (EA) for the original project and conducted public review of the EA from October 10, 2019 until October 25, 2019. For proposed changes to the project, the Navy is preparing a Supplemental EA and will conduct public review of it soon. The document will be available online at www.cnic.navy.mil/navysouthwestprojects.

PROJECT DESCRIPTION

In May 2020, the Navy completed environmental planning documentation to address development for and emplacement of two floating dry dock projects at NBSD and ultimately selected the Commercial Outlease FDD alternative and signed a Finding of No Significant Impact (FONSI) to enable signing the lease and beginning construction. At the time of the signing for FONSI, the design and Marine Mammal Protection Act consultation for the Mole Pier location were not yet completed. Since then, the Mole Pier FDD design has progressed sufficiently to support updating the NEPA analysis, submission of the Incidental Harassment Authorization application, and renewal of other project consultations. Construction of the Mole Pier – South Berth project would start in 2024 and the steel dry dock would be delivered to the construction site and installed in 2025.

The proposed project remains essentially the same as described in the "Final Environmental Assessment for the Floating Dry Dock Project at Naval Base San Diego" of 2020 and the associated Negative Determination ND-0031-19 including best management practices, standard operating procedures, etc. The following list briefly describes the previous scope elements and summarizes the changes and/or new project information that is now proposed in the supplemental EA and this negative determination. See Figures 1 and 2 for a vicinity map and project site map.

- Relocation of the USS CURTISS and hoteling facilities along the south berth of the Mole Pier;
    - UNCHANGED

- Dredging of approximately 86,121 cubic yards (cy) of sediment and subsequent sediment disposal activities;
    - REVISED - The floating dry dock basin proposed dredge depth increased from a depth of -53' to -56'. The FDD approach channel proposed dredge depth is unchanged at a dredge depth of -37'. The turning basin dredge depth has decreased from -36' to -35'. The resulting dredge volume changed from approximately 86,121 cy (cubic yards) over 4.79 acres to a new dredge volume of approximately 109,960 cy over 9.98 acres. In 2020 the project EA errantly referenced a dredging duration of 14 weeks. This estimate has been corrected and the dredging duration is now 6 weeks. The labor staffing level and dredging equipment requirements are not expected to change. The project dredging Sediment Analysis Plan Results Report was finalized in 2023, and the U.S. Environmental Protection Agency (USEPA) and the U.S. Army Corps of Engineers have issued a Suitability for Unconfined Aquatic Disposal (SUAD) Determination. The SUAD determination calls for dredge material disposal of 89,911 cy at LA-5 ODMDS and 20,049 cy at an approved upland disposal site. The environmental impacts of those dredge material disposal requirements are analyzed in this Supplemental EA.

- Partial demolition of the existing pier deck and the existing mooring dolphin;

- COMPLETE CHANGE - Mooring wharf actions include: partial mooring wharf demolition (decking, utilities, and new equipment sites, and 24-inch octagonal and/or 24-inch square concrete mooring wharf piles if it is determined that they interfere with structural support piles to be installed for the new mooring wharf improvements), followed by construction of new mooring wharf facilities (mooring attachments, pile driving, wharf-pier attachments, seismic upgrades and other upgrades, and a cast-concrete deck).

- Ramp Pier (providing quay wall vehicle access to the new FDD) actions include: complete removal of the existing ramp pier (to include extraction of 24-inch square concrete (Figure 1-3), and replacement with a new ramp pier. A total of up to 21 fifty-two 24-by-24-inch square concrete piles and seven 24-inch square concrete piles would be removed 22 from within the mooring wharf and the Vehicle Access Pier. In water demolition and pile removal activities For pile extraction actions, the piles would be removed using any of a number of methods, including vibratory extraction, high-pressure water jetting, hydraulic pile clipper, wire saw, underwater chain saw, dead pull or a via a combination of methods. While any of these pile extraction activities may occur as part of the Project-related activities, vibratory pile extraction is the only activity expected to generate noise that would cross MMPA Level B (behavioral) harassment threshold criteria. Therefore, this is the only pile extraction method that will be analyzed for potential impacts to marine mammals. Throughout the demolition phase, the following equipment would likely be used to remove, collect, and transport the demolition debris: a spud-anchored barge, a materials barge, barge and wharf cranes, one tugboat, mobile construction equipment, transport trucks, and scows.

- Pile installation activities would occur over 40 days including: 1) installation and extraction of six 24-inch octagonal concrete piles for a Test Pile Program (TPP); 2) installation of eighty 24 inch octagonal concrete piles at the mooring wharf; and 3) installation of twenty-one 24-inch octagonal concrete piles associated with the Ramp Pier and Intermediate Support Structure for personnel and vehicle access to the FDD. Pile installation will occur via an impact pile driver, high-pressure water jetting, or a combination of both methods. The TPP piles would be installed using an impact hammer, re-struck using the same hammer approximately one week later to provide data for production piles, and then removed prior to production pile driving. Piles installed for the mooring wharf and the Ramp Pier/Intermediate Support Structure would occur via an impact pile driver, high-pressure water jetting, or a combination of both methods. While vibratory pile installation is not expected, if it is required to install piles, then monitoring protocols identified for vibratory pile extraction will be implemented.

- Installation of two mooring dolphins;
  - REMOVED FROM PROJECT

- Fendering upgrades, including installation of two fender piles;

- REMOVED FROM PROJECT

- Minor utility modifications; and
  - EXPANDED – SEE NEW SECTIONS BELOW

- Berthing and operation of a prefabricated floating steel dry dock (18,000-ton capacity).
  - UNCHANGED – Note, change in terminology from *emplacement* to *berthing* since the FDD is berthed at a pier similar to a Navy vessel rather than something embedded or permanently attached to the specific location. Operations of the FDD would be the same as described in previous EA & CCND and in fact are similar to NBSD graving dock operations.

- NEW: UPLAND/MECHANICAL UTILITY DEMOLITION & CONSTRUCTION

  The Proposed Action would require demolition and new construction of some upland mechanical utilities. Those actions within the upland construction area would include; removal and replacement of existing sewer pipe for sanitary waste & wash water and potable water utilities, removal and replacement of oil waste, steam and steam condensate piping, removal and replacement of pavement, installation of a new compressed air piping system, removal of pipe penetrations and repair of reinforced quay wall, removal of conflicting standard bolt down bollards on the mooring wharf, removal of the abandoned fire suppressions pumps, concrete pads, and curb stops on the mechanical pier and mooring wharf, and removal of conflicting concrete k-rail on the mooring wharf. Site demolition and construction of the proposed upland/ mechanical utilities would occur over approximately 190 days and concurrently with the other upland facilities and the mooring wharf construction activities.

- NEW: UPLAND/ELECTRICAL SWITCH STATION DEMOLITION & UTILITY DEMOLITION & CONSTRUCTION

  Electrical distribution at the Mole Pier area is currently fed from the South Cummings Substation, however, the Proposed Action would require construction of a new electrical switch station building. Upland demolition and construction to support the new switch station would include demolition actions such as removal of any conflicting portions of existing utilities, gutters, and pavement within the footprint of the proposed electrical switch station building, excavation for switch station foundation pad installation, and hauling and disposal of excavation materials.

  Construction of the new electrical switch station building would include the following: trenching within the proposed building footprint, installation of any required new or relocated utilities, constructing a new concrete curb and gutter, construction of a concrete driveway for vehicular and equipment access from existing parking lot to the east oft on the east of the proposed building, construction of sidewalks for pedestrian building access, landscaping and irrigation.

- NEW: UPLAND FACILITIES CONSTRUCTION
  The Proposed Action would include construction of upland facilities to include a two-story 9,506 square foot administrative and shop building, and a 9,203 square foot general storage shed. These project elements would be built at the northeast corner of Kidd Street and Mole Road. The first floor of the administrative/shop building would be dedicated to shop space for welding and wood work, and the second floor would be dedicated to office space for administrative personnel. Construction of this building would include: a new foundation, slab, interior finishing, and utilities connections. The Proposed Action would also include an open-air approximately 5,355 square foot asphalt parking lot. Proposed upland facilities work would also include relocation of the Crane and Rigging yard to Channel Lane on the north side of the Mole pier. The Crane and Rigging yard is currently located where the proposed administrative and shop building would be constructed. This relocation will centralize the cranes for improved installation access as well as co-locate mobile crane and floating crane activities. Construction of the proposed upland facilities would occur over approximately 240 days and concurrently with the other mooring wharf construction activities and upland improvements.

- Sediment Disposal Options;
  - REVISED- Due to results of the sediment characterization study, the U.S. Environmental Protection Agency and U.S. Army Corps of Engineers have provided a suitability determination that only allows for ocean disposal or upland disposal due primarily to the potential for unexploded ordnance or other munitions but also grain size of the samples analyzed. Therefore, 90,511 cy of dredged material would go to LA-5 OMDS and 20,449 cy would go to approved upland facility.

EFFECTS ANALYSIS

As defined in Section 304 of the CZMA, the term "coastal zone" does not include "lands the use of which is by law subject solely to the discretion of or which is held in trust by the Federal Government." The Navy owns and operates NBSD, including some of the submerged lands; therefore, these lands are excluded from California's coastal zone. Although the Navy does not own the adjacent submerged lands that extend further into San Diego Bay, it does maintain navigational servitude of them, in part, through implementation of a security zone (33 C.F.R. § 165.1101) as shown in National Oceanographic and Atmospheric Administration (NOAA) Nautical Chart 18773. The Navy recognizes that federal actions on land excluded from the coastal zone may affect resources and uses within the coastal zone. Accordingly, the Navy has analyzed the impacts of the proposed action on the coastal zone by looking at reasonably foreseeable direct and indirect effects on the coastal resources or uses. Consistent with 15 C.F.R. § 930.33(a)(1), the Navy has also analyzed the relevant enforceable policies from chapter three

of California's Public Resources Code, entitled Coastal Resources Planning and Management Policies (CRPMP). The following sections address each of the relevant enforceable policies.

Public Access (CRPMP Section 30210) and Recreation (CRPMP Section 30220)
Section 30210 – Maximum Access and Recreational Opportunities. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30220 – Water-Orientated Recreational Activities. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

The proposed changes to the project do not change the analysis conducted in ND-0031-19. The elements of the project that are new, such as construction of three new buildings or structures and repair by replacement of electrical facilities occur on land within a Navy installation which restricts access. Those changes to scope within San Diego Bay primarily change dredge volumes, pile counts, project duration and reduce sediment disposal options all within a restricted area controlled and monitored by the Navy. The project would not change existing access to or recreation on any publicly accessible beaches or boating areas located outside the installation boundaries. Nor would the proposed action interfere with existing public access to or boater recreation in the coastal zone. Although beneficial re-use of dredge material has been removed from the project scope, this does not change the effects to public access or recreation within the coastal zone.

Therefore, there will be no effect to public access or recreation resulting from constructing, installing and operating a FDD at Mole Pier on NBSD.

Marine Environment (CRPMP Sections 30230 *et seq*.)
Section 30231 – Biological Productivity and Water Quality. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232 – Oil and hazardous substance spills. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233 – Diking, filling, or dredging; continued movement of sediment and nutrients. (a) The diking, filling or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse effects and shall be limited to the following: (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

The proposed changes to the project do not substantively change the analysis conducted in ND-0031-19. Although there are new facilities construction proposed for the project, the Navy would continue following the same standard construction best management practices (BMPs) and the avoidance and minimization measures outlined in ND-0031-19 and reiterated in Table 1 below to limit impacts to water quality and biological productivity. In addition, the same requirements for hazardous materials and hazardous waste management would apply by following the Navy Region Southwest Hazardous Waste Management Plan (HWMP) for the San Diego Metro Area and the Storm Water Pollution Prevention Plan (SWPPP) for NBSD which contains base wide and site-specific BMPs to eliminate activities that could release hazardous materials into the surface water. The BMPs for demolition and construction activities include berms around the electrical substations to contain potential oils leaks from the transformers; overpack containers for hazardous materials being loaded onto berthed ships; checking vehicles and equipment for leaks; and having absorbent materials on hand to control spills. With the implementation of all appropriate BMPs, there would be no increase in human health risk or environmental exposure to hazardous materials or hazardous wastes and no significant effects associated with the use, storage, or disposal of hazardous materials or hazardous wastes.

Table 1 identifies BMPs to minimize effects to marine resources by having shut down zones during pile driving activities and marine mammal monitoring during dredging and pile driving operations similar to other Navy projects involving pile driving and dredging.

Activities associated with dredging, in-water demolition, and pile driving under this action alternative would disturb a portion of bottom sediments within the project site. Disturbance of bottom sediments (mostly sand) may cause the formation of localized but temporary turbidity plumes with elevated concentrations of suspended particles and decreased light transmittance. It may also cause localized but temporary decreases in dissolved oxygen concentrations in bottom waters. Decreases in light penetration levels and dissolved oxygen would occur within a few hundred feet of the project site but would end several hours after cessation of dredging activities. Effects would be localized and temporary because suspended sediments would eventually resettle from the water to the bottom (particularly in the vicinity of the project site where the sediments are composed primarily of sand-sized particles). This temporary bottom disturbance would not result in toxicity to aquatic organisms or increase potentials for contaminant bioaccumulation.

Dredging, in-water demolition, and pile-driving activities would cause minor and short-term impacts to existing non-vegetated, soft-bottom benthic communities within the approach area, turning basin, and the sump. Organisms occurring in the immediate area would be lost or

displaced during dredging activities, either directly by equipment and noise associated with these activities or indirectly by exposure to short-term changes in suspended sediments, turbidity, dissolved oxygen, or light diffusion. However, the proposed dredge footprint is, and would remain, deep subtidal habitat. As such, no permanent change in habitat would result from the proposed dredging activities. Invertebrates would be expected to recover from the disturbance upon completion of the dredging activities.

In-water work – including dredging, demolition, and pile driving – would produce noise that would temporarily disturb fish, marine mammals, and sea turtles in the immediate vicinity of the project site.

As described in the previous ND-0031-19, temporary impacts to EFH species may occur from increased suspended sediments and noise levels associated with dredging activities; however, fish would be able to move out of the area during in-water activities and return after in-water activities are completed. Therefore, no significant long-term effect would be anticipated.

Therefore, with implementation of the avoidance and minimization measures and BMPs, there will be no effects to marine resources.

Land Resources (CRPMP Sections 30240 et seq.)
Section 30240(a) – Environmentally Sensitive Habitat Areas. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

There are no environmentally sensitive habitat areas, as defined by the California Coastal Act, within the project site at the south berth of the Mole Pier. The site is located in heavy industrial areas with no upland habitat identified.

Section 30244 – Archeological or Paleontological Resources: Where development would adversely impact archeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The proposed changes do not substantively change the analysis presented in ND-0031-19. The area where the new buildings will be constructed is in a highly developed area where there is low probability of archeological resources.

Therefore, there will be no effects to land resources.

Development (CRPMP Section 30250 et seq.)
Section 30251 – Scenic and Visual Qualities: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the

California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Scenic and Visual Quality. The proposed changes to the project do not substantively change the analysis conducted in ND-0031-19. Although there are new facilities construction proposed for the project, the project would not change the views available to the public and would be consistent with the surrounding military-industrial uses characteristic of this region of the San Diego Bay.

Section 30253(a)-(c) – Standards for New Development. New development shall do all of the following: minimize risks to life and property in areas of high geologic, flood, and fire hazard; assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs; and be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

Minimization of Adverse Impacts. The proposed changes to the project do not substantively change the analysis conducted in ND-0031-19. Although there are new facilities construction proposed for the project, the construction would not result in adverse impacts to geological resources. The new buildings would occur within previously developed areas of NBSD and would comply with all applicable provisions of the Unified Facilities Criteria and would incorporate BMPs, specifically addressing susceptibility to geological/seismic hazards.

Air Quality. The project would continue to follow applicable San Diego County Air Pollution Control District (SDCAPCD) rules. Project emissions will not exceed the annual conformity de minimis thresholds identified for the San Diego Air Basin (SDAB). Additionally, annual project construction emissions will not be regionally significant in the air basin, as they will be substantially less than 10 percent of the applicable conformity-related emissions estimated for the SDAB. Therefore, the proposed action will conform to the SDAB State Implementation Plan and will not trigger a conformity determination under the Clean Air Act, as amended. The Navy is preparing a record of non-applicability.

Section 30255 – Priority of coastal-dependent developments: Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Coastal-Dependent Development. The Navy's mission "is to maintain, train and equip combat ready Naval forces capable of winning wars, deterring aggression and maintaining freedom of the seas." The location of Navy installations on the coast directly supports the Navy's ability to provide training and equipping of combat-capable Naval forces ready to deploy worldwide. Development on NBSD thus can be considered a coastal-dependent use with priority in development. Berthing and operation of one or more floating dry docks at NBSD would ensure

the Navy's capability to conduct berth-side complex repair and maintenance of vessels, furthering its ability to provide training and equipping of combat-capable Naval forces ready to deploy worldwide. The Navy's project is proposed in an industrial area of San Diego Bay. The Navy's project is purposefully located to use existing infrastructure as much as possible and requires access to a navigational channel to function since the purpose of the project is to support repair and maintenance of U.S. Pacific Fleet ships. While there are three commercial shipyards located immediately to the north of NBSD that have existing dry docks, the only currently active Navy dry dock in San Diego is located on Naval Base Point Loma and it is designed to support submarines, not deep draft ships. The need for the additional dry dock space is to ensure NBSD's capability to conduct berth-side complex repair and maintenance of vessels, furthering the Navy's ability to provide training and equipping of combat-capable Naval forces ready to deploy worldwide. The Navy's facility must be located on or adjacent to the sea in order to maintain and repair ships, as transporting such large vessels inland is impractical and not practices.

Therefore, there will be no effect to visual, scenic, or air quality of coastal resources.

CONCLUSION

In accordance with section 307(c)(1) of the CZMA, this CCND demonstrates that the Navy will undertake the proposed project in a manner to not affect coastal uses or resources. If you need additional information or if you have any questions, please do not hesitate to contact Ms. Deb McKay at (619) 705-5406 or via email at deborah.e.mckay2.civ@us.navy.mil.

Figure 1. Regional Location of Naval Base San Diego

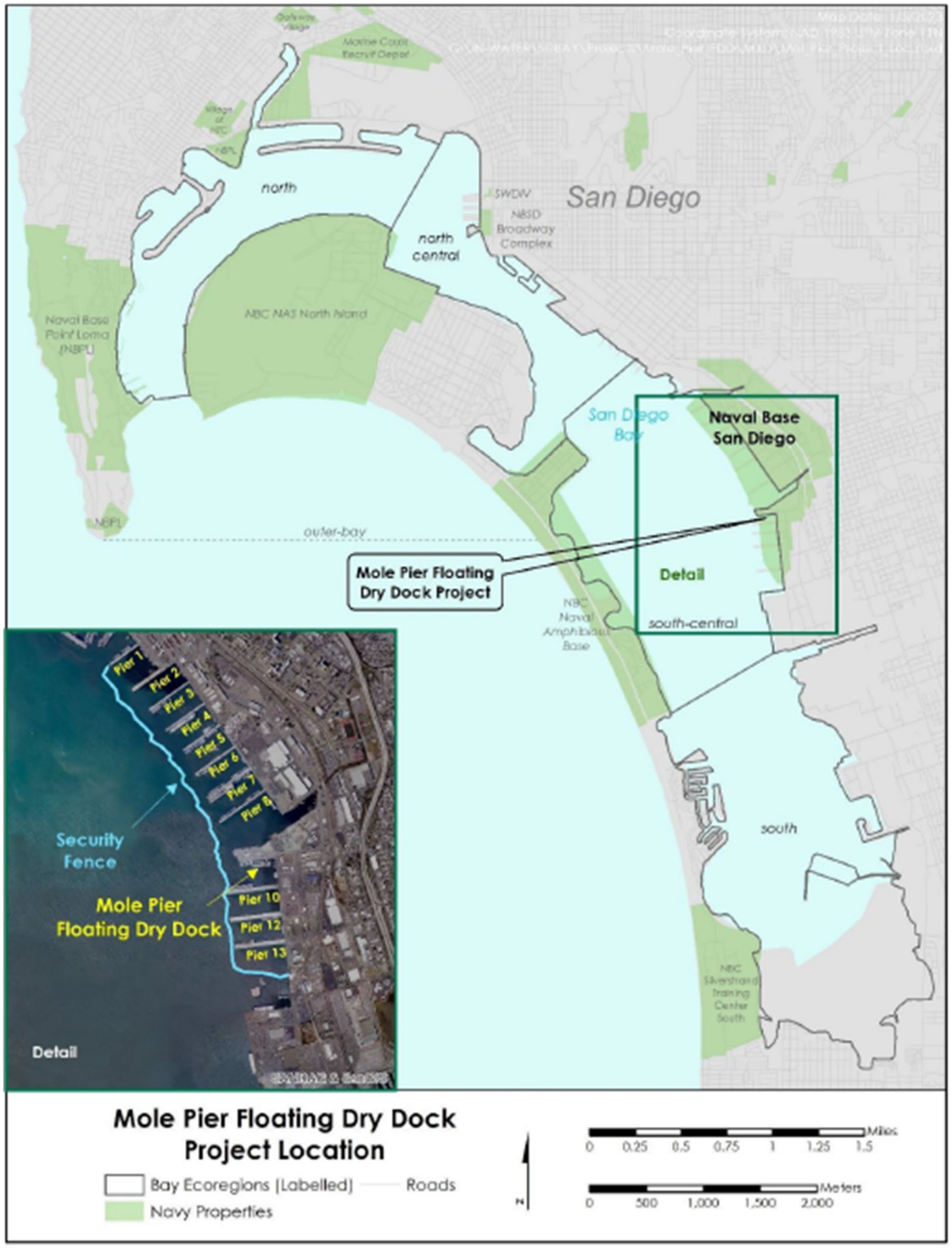
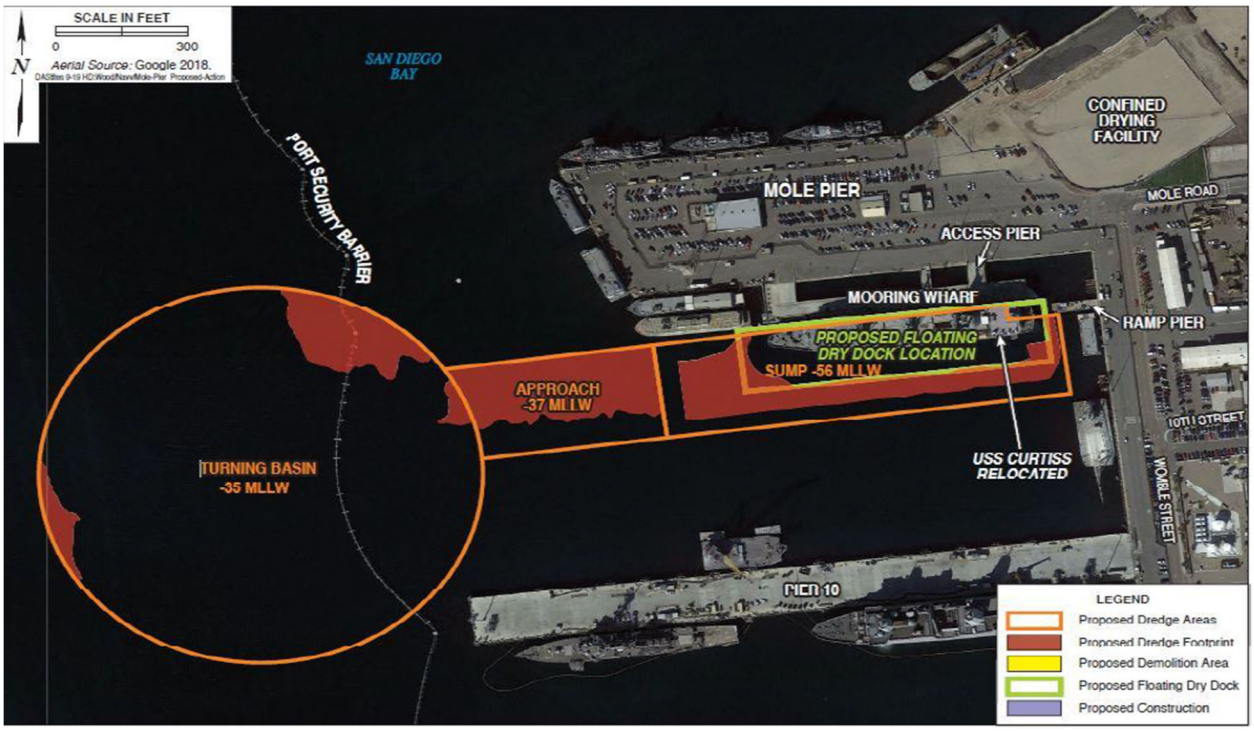


Figure 2. South Berth of the Mole Pier



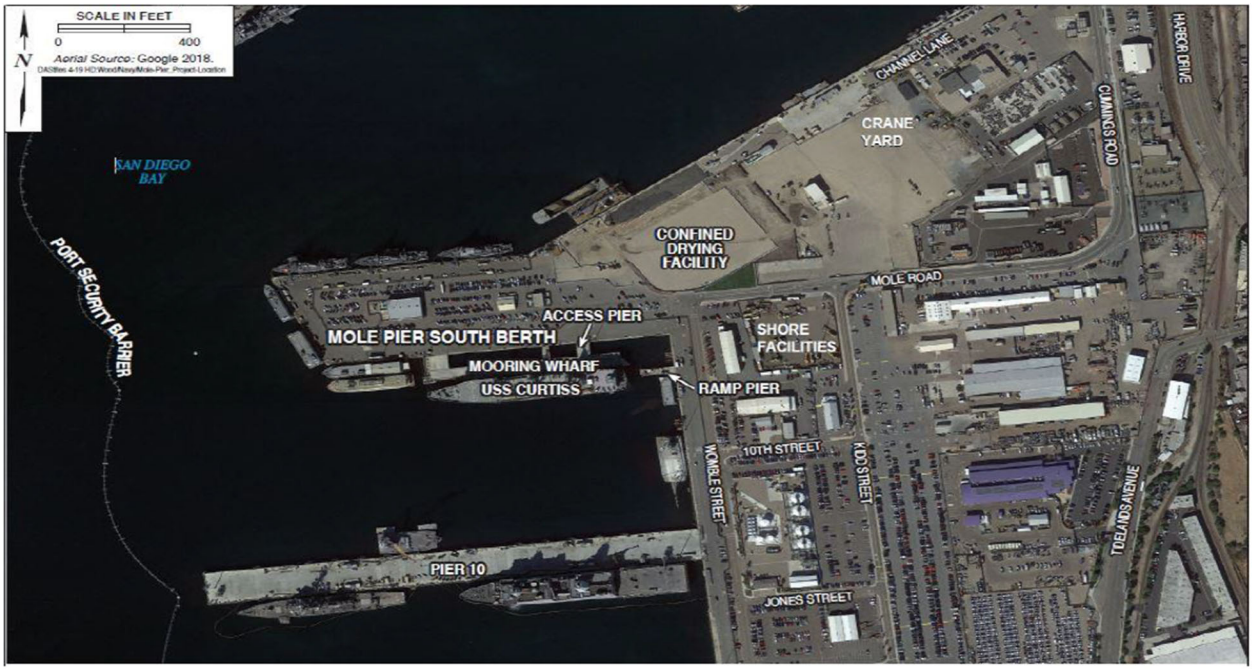


Table 1 – Best Management Practices

This following presents an overview of the BMPs that are incorporated into the Proposed Action in this document. BMPs are existing policies, practices, and measures that the Navy would apply to reduce environmental impacts of designated activities, functions, or processes. Although BMPs mitigate potential impacts by avoiding, minimizing or reducing/eliminating impacts.

BMP	***Description***	***Impacts Reduced/Avoided***
Pre-Construction *Caulerpa* Survey	A pre-construction *Caulerpa* survey would occur for both sediment collection and dredging activities per the *Caulerpa* Control Protocol.	Potential spread of invasive *Caulerpa* associated with bottom disturbing activities and/or transport of dredged sediments.
Vessel Speed Limits	Vessel operators will follow designated speed zones to and from the project site.	Potential vessel strikes with aquatic species.
Green Sea Turtle Monitoring (Clamshell Dredge/Daytime Operation)	A qualified biological monitor will be present to look for green sea turtle activity in the vicinity of the project site and will provide a brief training to vessel operators dredge operations, transportation of materials (including dredged sediments), and other construction vessels.	Potential impacts to green sea turtle.
Marine Mammal Monitoring	A qualified biological monitor will be present to look for marine mammal activity in the vicinity of the project site and will provide a brief training to vessel operators dredge operations, transportation of materials (including dredged sediments), and other construction vessels. Sufficient lighting will be used to illuminate project area during nighttime dredging operations. Monitoring distance of 130 m (427 ft) will be implemented.	Potential impacts to marine mammals.
Pre-Construction Visual Sweep	A visual scan of the project surface area prior to commencing pile-driving activities, and after a break in pile driving for more than 30 minutes.	Potential impacts to green sea turtle and/or marine mammals.
Sensitive Species Protection	Operations will be halted temporarily if any marine mammal or green turtles is observed in transit or occupying the project site or selected disposal sites. <u>Dredging</u>: Work will be suspended if an animal is observed within the buffered shutdown zone (<66 feet [<20 meters]). Work will be allowed to restart once the animal has been observed leaving the buffered shutdown zone, or once 15 minutes has elapsed since the most recent observation. <u>Pile driving</u>: Work will be suspended if an animal is observed within the buffered shutdown zone (<66 feet [<20 meters]). Work will be allowed to restart once the animal has been observed leaving the buffered shutdown zone, or once 15 minutes has elapsed since the last observation.	Potential impacts to marine mammals and green sea turtle.

BMP	Description	Impacts Reduced/Avoided
Pile Driving Soft-Start Procedure	Prior to the start of pile driving each day, after each break of more than 30 minutes, the soft-start procedure will be used (i.e., at least three unfueled hammer blows separated by 30 seconds) to allow any undetected animals in the area to leave of their own volition prior to a fueled blow.	Potential impacts to marine mammals and green sea turtle.
Minimization of Suspended Sediments	Dredge passes will start on near the shoreline and move toward deeper water to minimize suspended sediments by reducing sloughing toward open water.	Potential water quality impacts.
Vessel Grounding Prevention	Vessel draft and movements will be controlled by the contractor to limit potential for grounding.	Potential water quality impacts associated with sediment disturbance or material spill due to vessel grounding incidents.
Sediment Spillage Control	During transport and handling of sediment, containment measures will be used to minimize spillage.	Potential water quality impacts associated with sediment spillage outside of selected disposal sites.
Surface Debris Survey	The contractor will be required to conduct a surface debris survey prior to dredging.	Potential water quality impacts associated with transport and deposition of non-dredge material.
GPS Locator Requirement	The contractor will use a GPS to ensure that material is removed from the correct locations.	Potential water quality impacts associated with dredge and transport of materials outside the project area.
Dredge Material Screening	Dredge materials requiring upland disposal and considered to be potentially hazardous will be screened for munitions and explosives of concern and radiological commodities, as necessary	Potential safety issues associated with upland dredge material disposal.
Nighttime Dredging	Dredging operations will take place between 6:00 p.m. and 6:00 a.m., Monday through Friday	Potential impacts associated with munitions and explosive safety arcs.
Dredge Depth Limit and Area Limits	The contractor will not be allowed to excavate beyond the overdredge depth or outside of the project area limits.	Potential water quality impacts associated with dredge and transport of materials outside the project area.
Dredge Bucket Swing Limit	The dredge bucket will be swung directly to the barge after it breaks the water surface using the minimal swing distance.	Potential water quality impacts associated with sediment release at dredge site due to prolonged transit of dredge bucket to barge/scow.

BMP	Description	Impacts Reduced/Avoided
Bottom Stockpiling and Dredging Limit	No bottom stockpiling or multiple bites of the clamshell bucket will be allowed.	Potential water quality impacts associated with unnecessary sediment disturbance at dredge site.
Overdredge Limit	The contractor will not be allowed to overdredge beyond the designed slide slopes.	Potential water quality impacts associated with over-steepening of the slope resulting in unnecessary sediment movement/sliding or impacts to adjacent structural stability.
Dredge Bucket Fill Limit	The dredge bucket will not be overfilled.	Potential water quality impacts associated with sediment spillage from overfilled dredge bucket.
Barge/Scow Maximum Capacity	The barge/scow will not be filled beyond 85 percent capacity.	Potential water quality impacts associated with sediment spillage outside of selected disposal sites.
Dredge Material Control	Material will not be allowed to leak from the bins or overtop the walls of the barge/scow.	Potential water quality impacts associated with unintended sediment release outside of selected disposal sites.
Offloading Spill Control	During offloading, metal spill aprons, upland spill control curbing and collection systems, and other spill control measures will be implemented. If a bucket is used, a dribble apron will be used.	Potential water quality impacts associated with uncontrolled deposition of sediment during offloading operations.
Spill/Sheen Response Materials	Surface booms, oil-absorbent pads, and similar materials will be maintained on-site to contain any sheen that may occur on the surface of the water during dredging.	Potential water quality impacts associated with spill/sheen.
Clean Materials	Only clean construction materials suitable for use in the oceanic environment will be used.	Potential water quality impacts associated with construction materials.
Debris Control	A cable net and floating boom will be used to capture debris that falls into the water during demolition activities and debris will be collected and disposed of onshore.	Potential water quality impacts associated with uncontrolled construction and demolition debris.

BMP	Description	Impacts Reduced/Avoided
Entrapment in FDD	• Prior to raising the FDD from a lowered position, and during the raising process, the inside of the FDD will be surveyed for any protected marine species (e.g., marine mammal or sea turtle); • If any protected marine species (e.g., marine mammal or sea turtle) is observed inside of the FDD during operations, FDD personnel will immediately notify the NBSD biologist (Michelle Maley [619-705-5567]). If the animal cannot be freed, the NBSD biologist will notify the West Coast Stranding Response Team (Justin Viezbicke, California Stranding Network Coordinator [562-980-3230] or Justin Greenman, Assistant Stranding Network Coordinator [562-980-3264]); and • The Navy will notify NMFS regional Protected Resources office of incidents within 24-48 hours, for awareness.	

Abbreviations:
BMP = best management practice
ESQD = Explosive Safety Quantity Distance
GPS = Global Positioning System
MGBW = Marine Group Boat Works