San Diego County Air Pollution Control District

Public Notice for Publication/Posting

Notice of Preparation

Subject: Notice of Preparation of a Draft Environmental Impact Report

The San Diego County Air Pollution Control District (SDAPCD) will be the Lead Agency and will prepare an Environmental lmpact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approvals for the project.

The project description, location, and the potential environmental effects are addressed in the Initial Study, which can be accessed at https://www.sdapcd.org/content/sdapcd/planning/ceqa.html.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than October 3, 2024.

Please send your response to Eric Luther at the address above or at Eric.Luther@sdapcd.org We will need the name for a contact person in your agency.

Project Title: Austal USA Floating Dry Dock

Project Applicant: Austal USA

September 3, 2024

Eric Luther

Supervising Air Resources Specialist
Eric.Luther@sdapcd.org

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15028 (a), 15103, 15375.

San Diego County Air Pollution Control District

Public notice for publication/posting

Notice of Preparation of a Draft Environmental Impact Report for the Austal USA Floating Dry Dock Project

Pursuant to Section 15082 of the California Environmental Quality Act (CEQA) guidelines, this is to notify the California Governor's Office of Planning and Research, CEQA Responsible Agencies, and interested parties that the San Diego County Air Pollution Control District (SDAPCD) will prepare an Environmental Impact Report (EIR) to address the potential environmental impacts associated with the construction and operation of a Floating Dry Dock at the Austal USA facility located adjacent to Navy Base San Diego on San Diego Bay. In addition, the SDAPCD is soliciting input from agencies, organizations, and the public on the scope and content of the environmental information to be included in the EIR. The Notice of Preparation (NOP) and Initial Study are available for review at https://www.sdapcd.org/content/sdapcd/planning/ceqa.html.

Period of Public Review: The review period for the NOP begins on Tuesday, September 3, 2024, and ends on Thursday October 3, 2024.

Project Presentation: A public presentation is scheduled for Tuesday, September 17, 2024, at 6:00 PM. The event will take place at the National City Public Library, located at 1401 National City Blvd., National City, CA 91950. A Spanish translator will be available to assist attendees.

Send written comments to: Eric Luther at 10124 Old Grove Road, San Diego, CA 92131, or email at Eric.Luther@sdapcd.org by 5:00 p.m. on Thursday October 3, 2024.

California Environmental Quality Act (CEQA) Initial Study – Environmental Checklist Form

(Based on the State CEQA Guidelines, Appendix G)

1. Project Title:

   Austal USA Floating Dry Dock Project

   State Clearinghouse Number: TBD

2. Lead Agency Name and Address:

   San Diego County Air Pollution Control District (SDAPCD)

   10124 Old Grove Road

   San Diego, CA 92131

3. Contact Information

   Contact: Mohsen Nazemi

   Phone number: (858) 922-1182

   Email: mohsen.nazemi@sdapcd.org

4. Project Location

   The Austal USA Floating Dry Dock Project (proposed project) is located at 1313 Bay Marina Drive, in National City, California 91950. The proposed project location is immediately south of and adjacent to Naval Base San Diego (NBSD, 32nd Street Naval Station), and immediately north of and adjacent to the Port of San Diego's National City Marine Terminal in San Diego Bay, San Diego County, California (Figure 1).

5. Project applicant name and address:

   Austal USA

6. General Plan Land Use Designation:

   San Diego Unified Port District Master Plan: Marine Related Industrial (land), Ship Berthing (water)

   City of National City General Plan: Military

7. Zoning:

   Port Master Plan and Military within Coastal Zone overlay

8. Description of Project:

Project Background

Austal USA is a U.S. Government and commercial contractor that specializes in repair and maintenance of ships for the U.S. Department of the Navy (Navy), other governmental entities, and commercial customers.

Austal USA's existing facility comprises 16.05 acres of tidelands property, which contains 9.56 acres of land and 6.49 acres of water and consists of areas leased from the Port of San Diego (Port) and from the Navy. Austal USA obtained possession of the facility on December 15, 2021. At that time, facility operations by the previous tenant Marine Group Boat Works (MGBW) included new construction, maintenance, repair, and alterations (warehousing, storing, welding, blasting, painting, etc.) of yachts, commercial, and Navy marine vessels. Service and repair work by MGBW on yachts and commercial marine vessels ceased in January 2022. Current operations at the Austal USA facility include minor metal fabrication to support vessels at NBSD. Ship components are brought onsite from NBSD for activities such as aluminum welding, grinding, and painting, and are returned when work is completed. These activities occur in the operations building. Current operations also include vessel repair and maintenance activities at the South Pier.

The proposed project would provide governmental and commercial customers, including the Navy, with ship repair and maintenance capabilities. Within this existing facility, the proposed project would be operated by Austal USA and would be located within the NBSD property under a 66-year commercial lease agreement (Figure 2). Dredging to facilitate installation and operation of the proposed floating dry dock (FDD) and installation of in-water piles to support a concrete wharf have been completed in accordance with U.S Army Corps of Engineers (USACE) and San Diego Regional Water Quality Control Board (RWQCB) requirements at the Austal USA facility.

Project Objectives

Austal USA has informed the SDPACD that the Navy has identified a projected shortfall of dry dock space at NBSD. The objective of the proposed project is to help the Navy address this shortfall by adding a new FDD to support operations at a location adjacent to the NBSD. Austal USA has also informed the SDAPCD that the proposed project would support Navy and government vessels in accordance with Department of Defense (DoD) Standard Practice MIL-STD 1625D, *Department of Defense Standard Practice: Safety Certification Program (SCP) for Drydocking Facilities and Shipbuilding Ways for US Navy Ships* (DoD 2009). Standard Practice MIL-STD 1625D is a required safety standard certification for dry docking facilities for Navy ships. This standard applies to the proposed project, as Austal USA is a Navy contractor. The proposed project would provide full docking availabilities for vessels up to 500 feet long.

Existing Austal USA Facilities and Operations

Austal USA's facility includes existing office space, shops, warehouse, laydown space, and parking areas. The facility also includes two floating piers, located in waters of the San Diego Bay.

The Austal USA facility includes an operations building and an inactive blast and paint facility. The operations building includes 10,815 square feet of administration

Figure 1. Vicinity Map

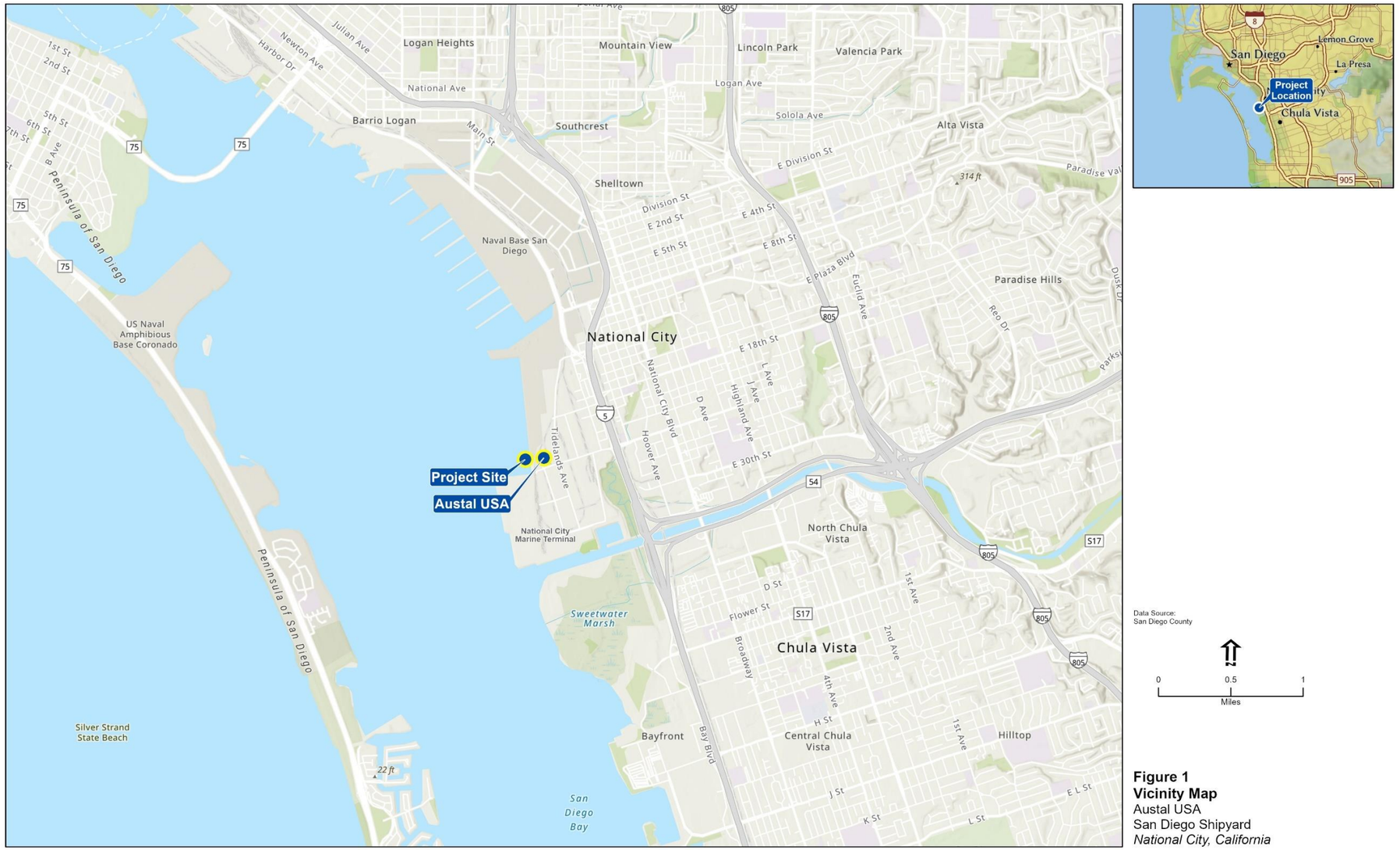

Figure 1
Vicinity Map
Austal USA
San Diego Shipyard
National City, California

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Figure 2. Austal USA Facility Map

Legend
- Navy Lease Area (5.04 acres)
- Port Lease Area (11.01 acres)

Data Source:
San Diego County GIS

0 50 100 150 200
Feet

Figure 2
Austal USA Facility Map
Austal USA
San Diego Shipyard
National City, California

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offices, a tool room, a weld shop, 7,500 square feet of warehouse, 3,382 square feet of office space, and three 21,000-square foot bays of covered production/storage support space (63,000 square feet total). The bays include two 10-ton cranes and one 15-ton overhead bridge crane and machinery powered by 33,105 square feet of photovoltaic solar panels.

Austal USA has acquired two existing floating piers, known as the North Pier and South Pier, from the previous tenants. The North Pier measures 15 feet wide and 240 feet long, while the South Pier measures 21 feet wide and 330 feet long. The North and South Piers were designed to support maritime operations and service both commercial and U.S. Government marine vessels up to 250 feet long at the North Pier and up to 500 feet long at the South Pier.

The Austal USA facility also includes water leased from the Navy where 5.5 acres had been dredged and in-water piles constructed to support a concrete wharf at the site of the proposed FDD, which are part of the baseline used in this impact analysis.

Three BNSF Railway (BNSF) tracks traverse the facility property; however, BNSF does not provide service to Austal USA.

Although the Austal USA facility currently employs approximately 115 people, on average 40 employees work on NBSD and at other shipyards or at the Austal USA facility depending on where ship repair and maintenance work is being conducted. One or two employees work on activities at the operations building described previously, and the remaining employees are on-site administrative staff.

Proposed Project Components

Floating Dry Dock

The FDD was constructed offsite and is currently moored at the Austal USA facility in the water south of the South Pier. It is not in use but is temporarily parked there until its permanent location north of the North Pier is prepared (Figure 3). The FDD is 531.5 feet long by 154.20 feet wide (approximately 82,000 square feet) and has an overall depth of 43 feet. The 9,000-long-ton (LT) capacity steel FDD would support repair and maintenance of Navy, U.S. Government, and commercial vessels that are up to 500 feet long. The FDD would service up to four vessels per year. The FDD would operate with a DoD standard practice rating (MIL-STD) of 9,000 LT per foot and a structural capacity of 30 LT per foot, and an estimated buoyant capacity of 19 LT per foot.

Figure 3. Proposed Project Map

Figure 3
Proposed Project Map
Austal USA
San Diego Shipyard
National City, California

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The FDD has two emergency power generators, a control house, a lavatory, two cranes, and fixed lighting. FDD lighting is directed downward toward its deck. These items are built in as permanent components of the FDD. In addition, movable concrete keel blocks would be used on the FDD during vessel dry docking.

In-water work to support the FDD includes installing two mooring dolphin piers and a concrete wharf ramp that would extend from the bulkhead toward the FDD (refer to Project Construction Activities, as follows).

The FDD includes two pedestrian bridges on the port and starboard sides, and the FDD vehicle bridge would provide landside access to the FDD (Figure 3). These structures are already part of the FDD and would be extended to the landside once the FDD is moved to its permanent location. The pedestrian bridges are approximately 123 feet long. The vehicle bridge would extend between the wharf and the FDD and is approximately 63 feet long. These structures would allow access for pedestrian traffic and heavy equipment ingress/egress required for vessel maintenance and waste disposal activities.

Project Construction Activities

The proposed project includes the following construction activities:

- Wharf Construction
- Mooring Dolphin Piers Installation
- Dry Dock Emplacement

Wharf Construction

The concrete wharf would be approximately 86 feet long by approximately 68 feet wide (approximately 5,848 square feet). It would be supported by 33 24-inch octagonal concrete piles, three of which are currently pending installation to support the vehicle ramp. Construction materials would be delivered by truck.

Mooring Dolphin Installation

Two mooring dolphins located forward and aft of the proposed FDD would be installed (refer to Figure 3). The mooring dolphins would each be supported by 24-inch octagonal concrete piles. Twenty-two concrete piles would be installed to support the mooring dolphins. Prior to installing the concrete piles, 12 steel H piles would be installed to support the templates for the concrete piles and false work required for the mooring dolphins. These steel piles would be removed once the concrete piles have been installed. An additional 10 steel H piles would be installed permanently to the offshore mooring dolphin as part of the fender system, Concrete piles would be installed using an impact pile driver, and steel H piles would be installed using a vibratory hammer. Large reinforced concrete caps measuring approximately 30 by 30 feet would be placed atop each concrete pile.

Pile-driving and wharf construction activities would occur over a period of approximately 8 weeks and would require up to 20 workers per day.

Dry Dock Emplacement

The FDD would be moved from its current temporary location at the Austal USA facility to its permanent mooring location as shown on Figure 3. It would take approximately 3 to 4 hours to move the FDD from its current location using two tugboats with up to 1,000 horsepower. Grippers would be secured to the mooring dolphin's concrete pile caps and would be used to hold the FDD in position.

Project Operational Activities

Operation of the proposed project would require up to 130 new workers to be onsite during vessel availabilities (that is, when a vessel is in the FDD) and up to two local truck deliveries per day. Vessel availabilities are expected be from 1 to 6 months in duration. On-site employment would return to the current level of approximately 115 employees between vessel availabilities. Operations would occur year-round, during normal daytime hours, 6 days a week, consistent with surrounding Navy and Port operations. Activities would depend on tides, weather conditions, and ship scheduling requirements, and would include use of heavy equipment such as electric gantry cranes that are built into the FDD, 60- to 80-foot boom lifts, and various-sized forklifts and trucks.

The proposed project includes the following operational activities:

- FDD vessel repair and maintenance
- Dry docking evolutions
- Dry dock maintenance
- Pedestrian and vehicle traffic access/parking
- Utilities
- Saltwater fire suppression
- North Pier and South Pier Activities
- Emergency Engines Waste disposal

Floating Dry Dock Vessel Repair and Maintenance Activities

Vessel repair and maintenance activities at the proposed FDD may include abrasive blasting, hydro-blasting, metal grinding, painting, tank cleaning, removal of bilge and ballast water, removal of anti-fouling paint, sheet metal work, electrical work, mechanical repair, engine repair, hull repair, shaft repair, propeller and

rudder repair, repair/replacement of sea valves and fittings below the waterline, and sewage disposal.

The FDD would be operated using its own built-in electric cranes, stormwater pumps, sewer pump, and ballast pump. No additional pumps, cranes, or compressors would be required to operate the FDD. The FDD would be powered from existing land-side electrical power sources. Connections to existing utilities are discussed below.

Dry Docking Evolutions

Dry docking evolutions (that is, lowering and raising the FDD) would be accomplished with integral ballast tanks. Electrical pumps would be used to pump seawater into the ballast tanks to submerge the FDD, and then out of ballast tanks for flotation. Ballast water pumps would be powered from existing land-side electrical power sources and would be operated in compliance with the applicable National Pollutant Discharge Elimination System (NPDES) permit requirements. Dry docking evolutions would occur up to four times per year. Vessels would travel between the NBSD and the Austal USA facility under their own power. After vessels arrive at the Austal USA facility, they would be moved into and out of the FDD by tugboats. Up to two Port 1,000-horsepower diesel-powered tugboats would be used to guide vessels into and out of the FDD for each evolution. Each tugboat would operate for approximately 1 hour to move a vessel into or out of the FDD. Each evolution would last approximately 6 hours, depending on the objective(s) of the specific dry-docking event. For most of the time (that is, greater than 99% of the time), the dry dock ballast tanks are filled with air, and the FDD would remain stationary in the floating position while maintenance and repair work is conducted on a dry-docked vessel.

Dry Dock Maintenance

The FDD and the equipment installed on it, including the emergency generators, are new. The FDD has an expected life span of approximately 40 years. Additional routine maintenance activities would be required to maintain the FDD itself. Maintenance activities might include touchup painting, maintenance of equipment, tank cleaning, sheet metal work, electrical work, mechanical repair, and repair/replacement of valves and fittings. The emergency generators on the FDD would require testing as part of maintenance activities. Testing would not exceed 52 hours per year per generator. Maintenance dredging would be anticipated in the future. However, the timing and extent of maintenance dredging would be determined by future studies and analysis of this activity at this time would be speculative. When maintenance dredging is determined to be required, separate approvals and certifications from the applicable regulatory agencies and any environmental analysis required by the agencies would be conducted at that time. Therefore, this activity is not included as part of this proposed project.

Pedestrian and Vehicle Traffic Access/Parking

Parking for the proposed project is located at the Austal USA facility at existing parking lots. No new parking areas would be required. During vessel availabilities, the estimated 130 new workers would likely commute outside of peak-hour traffic periods, which are typically between the hours from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Working hours would be between 6:30 a.m. and 3:00 p.m. Workers would access the FDD via the two pedestrian bridges that would be extended from the FDD to the landside.

Utilities

The FDD would be connected to existing utilities on the Austal USA facility. Utility upgrades and expansion are currently in progress as part of a separate project at the facility. These activities would be complete before the proposed project would occur. San Diego Gas and Electric (SDG&E) provides power to the Austal USA facility from existing electrical services within the facility. The FDD would be connected to the existing electrical service that is adjacent to the FDD location at the bulkhead. Emergency power would be provided by the two emergency generators on the FDD. The generators are installed in an interior sound-attenuated fashion to provide additional sound attenuation beyond that provided by a standard enclosure.

Water for domestic and fire use would be provided by the Sweetwater Authority (SWA). The FDD would be connected to the adjacent landside water line by overwater hoses located beneath one of the pedestrian bridges from the existing 6-inch water main located at the National City Marine Terminal. FDD operations would require use of potable water for washing hulls of vessel that are being worked on in the FDD and washing the FDD deck. Based on a maximum of four dry docking evolutions per year, these activities would require less than 5,000 gallons of water annually. Wash water would be contained on the FDD and discharged to the sewer system.

Sanitary wastewater treatment would be provided by the City of National City. The FDD would be connected to the adjacent landside sewer line by overwater hoses located beneath one of the pedestrian bridges. Black- and gray-water sewage generated by the FDD restroom and from flushing the vessel while in the FDD would be collected and stored on board and pumped to the land-side municipal wastewater treatment system. The FDD includes a stormwater retention system to capture stormwater and prevent stormwater runoff. Any non-oily rainwater that collects in the FDD and vessel and deck wash-down water would be collected and discharged to the sewer system under Austal USA's existing Industrial User Permit. Any oily wastewater generated from project operations would be handled as waste, as detailed in the "Waste Disposal" section that follows.

The FDD would be connected to the existing compressed air line at the bulkhead adjacent to the FDD location. The FDD would tie into the existing telecommunications lines on the Austal USA facility.

The North and South pier are already connected to existing utilities on the Austal USA facility. No additional utility work would be required for their operation.

Saltwater Fire Suppression System

A saltwater fire suppression system is built into the FDD. It is a static system with no relief valve. Water would be discharged only in the event it is required for fire suppression. The fire suppression system meets Navy and local fire requirements and does not require permits or approval.

North and South Pier Activities

The North Pier is used for Port derelict vessel operations and security vessel mooring, barge, and supply vessel storage. Future operations at the North Pier include these same activities. No vessel repair and maintenance work currently occur and is not currently proposed as part of future operations.

The South Pier is currently used for maintenance and repair of U.S. Government marine and commercial vessels. Proposed pier side activities would include vessel maintenance and repair which would include welding, coating, and abrasive blasting. It is anticipated that up to four vessels per year would be worked on at the Austal USA facility, which would include work conducted at either or both FDD and South Pier locations. Up to 40 existing Austal USA facility staff may work at this location when a vessel is being worked on here.

Site-Wide Emergency Engines

In order to comply with Navy requirements, an emergency engine system is required to provide a redundant firefighting system when a Navy vessel’s fire suppression system needs to be taken down during vessel repair and maintenance at the Austal USA facility. Portable diesel-fired emergency engines would be kept on standby on or adjacent to the South Pier. The engines would be used to power generators and fire pumps to provide a redundant firefighting system when Navy ships are at the South Pier. The proposed FDD would have its own built-in fire suppression system as discussed under Saltwater Fire Suppression System and would not be connected to the site-wide emergency engines.

Hazardous Materials Use and Waste Disposal

Equipment, vessels, and vehicles that would be used in association with activities at the FDD and the South Pier would be electrical or powered by California-approved diesel or gasoline. Proposed project operations would occasionally require the use of hazardous material (such as oils, lubricants, paints, cleaning

solvents, and weld rods). Potential waste materials that could be generated during general ship repair operations would be typical of shipyard operations and would include spent sandblast and paint debris, as well as various lubricants and cleaning solvents. Hazardous materials transported to the facility would be used within the FDD or at the piers upon delivery or would be stored in existing hazardous material storage areas located onsite. Hazardous materials or waste would not be stored on the FDD or on the piers. Hazardous waste would be stored onsite in accordance with the requirements of Austal USA's Unified Program Facility permit. Hazardous waste would be transported offsite quarterly by a hazardous waste hauler who has capacity to handle a larger volume of waste than is currently generated without the need for additional vehicles or trips. Work-process-related trash and debris, including hazardous waste, would be controlled and transported to licensed treatment, storage, and disposal facility (TSDF) for proper fuel blending or proper disposal. No new additional hazardous material or hazardous waste storage areas would be required.

Used oil and oily wastewater generated by project operations would be collected, stored in landside tanks, and sent to a licensed treatment, storage, and disposal facility (TSDF) for fuel blending or recycling.

Project Sources of Air Pollution

Operation of the proposed project would result in air emissions from mobile and stationary sources. Mobile sources would include tugboat operations, vessel transit, and on-road sources including worker traffic and haul trucks. Portable equipment used as part of the proposed project is assumed to be electric and would not result in air emissions.

Stationary sources of air pollution from the proposed project would include the following:

Welding – in the operations building, on the FDD, and vessels at the South Pier. Permit application for welding has been submitted to the SDAPCD.

Abrasive blasting – on the FDD and vessels at the South Pier. Permit application for abrasive blasting is currently being processed and will soon be submitted to the SDAPCD.

Solvent usage, adhesive usage, and marine painting and coating application – in the operations building, on the FDD, and vessels at the South Pier. Permit application for marine coating including solvent use has been submitted to the SDAPCD. Permit application for adhesives is currently being processed and will soon be submitted to the SDAPCD.

Diesel emergency generators – FDD emergency generators and the site-wide emergency engines. Permit applications for FDD diesel emergency engines and the site-wide emergency engines have been submitted to the SDAPCD.

These activities would be conducted under existing or new permits from SDAPCD.

9. Surrounding Land Uses and Setting

   Land and submerged land areas adjacent to the Austal USA facility are primarily granted to the San Diego Unified Port District (Port). The Port designates the adjacent land area as Marine Related Industrial and the adjacent water area as Ship Berthing. The adjacent land and submerged land areas to the northwest are deeded to the U.S. Government. These areas are used by the Navy for military purposes. Adjacent areas to the east of Tidelands Avenue are industrial (National City 2011).

10. Other public agencies whose approval is required (for example, permits, financing approval, or participation agreement.):

    Table 1 lists other public agencies whose approval is required for the proposed project (for example, permits, financing approval, or participation agreement).

Table 1. Permits, Approvals and Agreements Needed for the Proposed Project

Permit Type/Action	Agency
Clean Water Act Section 404 Individual Permit	U.S. Army Corps of Engineers
Clean Water Act Section 401 Water Quality Certification and Waste Discharge Requirements Order	San Diego Regional Water Quality Control Board
District Conditional Project Approval	Port of San Diego
Authority to Construct	SDAPCD
Modified permit for coating operations; new permits for welding, abrasive blasting, adhesives, FDD emergency engines, and site-wide emergency engines	SDAPCD

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts on tribal cultural resources, procedures regarding confidentiality, etc.?

    In accordance with AB 52, SDAPCD, as the lead agency responsible for CEQA compliance for the project, will notify all tribal contacts identified by the Native American Heritage Commission (NAHC) as traditionally or culturally affiliated with the geographic area of the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forest Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy Use
☐ Geology & Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology & Water Quality	☐ Land Use & Planning	☐ Mineral Resources
☐ Noise	☐ Population & Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities & Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ On the basis of this Initial Study, SDAPCD finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ On the basis of this Initial Study, SDAPCD finds that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ On the basis of this Initial Study, SDAPCD finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Eric Luther — 9/3/24

Signature — Date

Eric Luther — Supervising Air Resources Specialist

Print Name — Title

I. AESTHETICS

Environmental Setting

The Austal USA facility is within the city limits of National City. The project site occupies waters of San Diego Bay and adjacent land areas that are leased from the Navy and the Port (Figure 2). The project site and surrounding areas are urbanized and developed for Port-related shipping and industrial uses for transit, berthing, and repair of vessels among other general marine, industrial, and military uses.

Applicable Plans and Policies

Applicable plans and policies specific to visual resources include the *National City General Plan* (National City 2011) and the *Port Master Plan* (PMP) (Port 2024) as further discussed in Section XI, *Land Use and Planning*. Specific policies that apply to aesthetic resources are as follows:

- *National City General Plan* Policy LU-12.1: Encourage building placement, orientation, height, and mass to maintain and enhance views of San Diego Bay, open space, creeks, and other distinctive scenic resources.
- The Port's PMP is pending California Coastal Commission (CCC) certification, which is anticipated sometime in 2024 (Port of San Diego 2024). The 1980 PMP was certified by the CCC, with the following relevant condition: "Condition 6: Visual Access/Landscaping: The Board of Port Commissioners shall protect and, where feasible, enhance the special character and scenic visual qualities typical of commercial, recreational, park and open space areas of San Diego Bay by the maintenance and planting of subtropical landscape materials, including palm trees. New landscaping, including species selection, shall be evaluated for consistency with the need to protect existing views of San Diego Bay from public parks, vista points, and public roadways."

Scenic Designations/Resources

National City zoning for the project site refers to the PMP for the portion of the facility that is leased from the Port and Military for the portion that is leased from the Navy. The PMP's Precise Plan for Planning District 5, National City Bayfront, designates the project site as Navy Ship Berthing. No scenic or visual protections are identified within the Navy Ship Berthing designation (National City 2011 and Port of San Diego 2024). The PMP designates the project area for industrial and military uses. There are no relevant policies for this area related to scenic resources. The proposed project is located in the San Diego Bay, which is considered a scenic resource; however, no designated scenic vistas are identified in the *National City General Plan* (National City 2011). The PMP identifies Vista Areas. A designated Vista Area is located at the public pier extending off the southwestern shore of Pepper Park, approximately 0.75 mile southeast of the proposed project (Port of

San Diego 2024). The project site is not visible from the pier at Pepper Park due to existing port development and structures.

State scenic highways are those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The State Scenic Highway System includes highways that are either eligible for designation as scenic highways or that have been designated as such.

Officially designated State Scenic Highways nearest to the project site are California State Route (SR-)75 located along Coronado Island, approximately 1.8 miles west of the project site, and the Coronado Bridge on SR-75 located approximately 2.8 miles northwest of the proposed project (Caltrans 2023).

Per the *County of San Diego General Plan* in its Conservation and Open Space Element (Figure C-5, San Diego County 2011), the nearest San Diego County designated scenic highway is Sweetwater River Road, approximately 3 miles east of the project site. The proposed project would not be visible from Sweetwater River Road due to distance and intervening development.

Determination Discussion

Would the project:

a) Have a substantial adverse effect on a scenic vista?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The project site and surrounding areas are associated with Port-related shipping and industrial uses for transit, berthing, and repair of vessels among other general marine, industrial, and military uses. Construction activities for the proposed project would last for approximately 8 weeks and would include FDD emplacement and pile-driving activities (for mooring dolphins and wharf construction). These activities would require using specialized overwater construction equipment such as floating cranes, barges, tug boats, and hydraulic vibrators and/or diesel-powered impact hammers. Operation of the proposed project involves ship maintenance and repair activities Construction and operation activities and associated equipment would be consistent with ongoing operation and construction activities in the immediate vicinity of the proposed project and within the larger contextual setting of both NBSD and the Port.

Policy LU-12.1 of the *National City General Plan* (National City 2011) is designed to enhance views of San Diego Bay, open space, creeks, and other distinctive scenic resources. The project is located in the San Diego Bay, which is considered a scenic resource; however, no designated scenic vistas are identified in the *National City General Plan*.

The Port's PMP identifies Vista Areas. A designated Vista Area is located at the public pier extending off the southwestern shore of Pepper Park, approximately 0.75 mile southeast of the project (Port of San Diego 2024). The project site is not visible from the pier at Pepper Park due to existing port development and structures.

Due to the lack of designated scenic vistas identified by applicable plans and policies, and the lack of potential project visibility from Pepper Park and the associated pier, no impact on designated scenic vistas would result from project construction or operation.

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction/Operations

Less than Significant Impact: The project site and surrounding areas are associated with Port-related shipping and industrial uses for transit, berthing, and repair of vessels among other general marine, industrial, and military uses. There are no scenic resources present within the project site and surrounding areas including trees and rock outcroppings. All designated historic properties are located outside the area of potential effect (APE) identified for the proposed project as further discussed in Section V, *Cultural Resources*.

The proposed project would be partially visible to motorists and pedestrians looking eastward from State Scenic Highway 75, particularly in the Silver Strand portion of Coronado Island. However, Coronado Island is at a near sea-level elevation and distance; existing structures and vegetation, and the general industrial setting of the project site would deteriorate visibility of the FDD and associated operational equipment. Views of the project from SR-75 on Coronado Island would typically be fleeting due to the traveling nature of motorists and pedestrians. The state scenic highway Coronado Bridge reaches approximately 200 feet in elevation, which could allow for partial visibility of the project site for motorists looking southeast. However, distance, existing structures, large ships docked along the northern perimeter of San Diego Bay, and the general industrial setting of the project site would deteriorate visibility of the FDD and associated operational equipment. Views of the proposed project from SR-75 on Coronado Bridge would typically be fleeting due to the traveling nature of motorists.

Due to the partial visibility of the proposed project being deteriorated by distance, intervening elements such as structures and ships, and the general industrial setting of the project site, construction and operation of the proposed project would not result in substantial visual impacts as viewed from officially designated State Scenic Highway segments of SR-75.

Therefore, construction and operation of the proposed project would not have a substantial adverse effect on scenic resources, including trees, rock outcroppings, historic buildings or state-designated scenic highways. Impacts would be less than significant.

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

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operation

Less than Significant Impact: The proposed project would be located in an urbanized area of National City, that is zoned for Port- and military uses.

Construction and operation of the proposed project would be consistent with applicable zoning and other regulations governing scenic quality; specifically, the *National City General Plan* (2011), and the PMP, as follows:

- *National City General Plan Policy* LU-12.1
  - The proposed project would be similar in placement, orientation, height, and mass to existing industrial marine facilities in the immediate vicinity, including piers, terminals, and docks. Therefore, the proposed project is consistent with Policy LU-12.1.
- CCC Condition 6: Visual Access/Landscaping
  - The proposed project is not located in commercial, recreational, park, or open space land use designations. Therefore, the project is consistent with CCC Approval Condition 6.

The proposed project would be consistent with applicable plans and policies specific to aesthetic resources. In addition, the proposed project would be consistent with zoning or other regulations governing scenic quality. Therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: The project would be located within an area developed for port-related shipping and industrial uses. Construction activities for the proposed project would last approximately 8 weeks and involve activities to support FDD emplacement and pile-driving activities for mooring dolphins. Construction activities would require the use of

specialized overwater construction equipment such as floating cranes, barges, tug boats, and hydraulic vibrators and/or diesel-powered impact hammers. These types of activities and associated equipment could generate light and glare that would be consistent with typical ongoing activities in the immediate vicinity of the proposed project and consistent with the larger contextual setting of NBSD and the Port. Equipment and construction equipment/materials would be removed at the completion of the approximately 8-week construction period.

Therefore, the project would not introduce a new substantial amount of light and glare affecting day or nighttime views of the area. Impacts on light and glare resulting from project construction would be less than significant.

Operations

Less than Significant Impact: The project would be located within an area developed for port-related shipping and industrial uses. This industrial area is located near existing paved parking lots and buildings that currently generate a substantial amount of light and glare with the associated overhead lighting fixtures. The project would introduce fixed lighting on the FDD for safety and security. The new light sources would be directed downward toward the dock surface. Operational lighting introduced by the project would be minimal and consistent with existing lighting on nearby piers and industrial facilities.

The FDD surface and equipment would have a weatherproof finish to combat the harsh marine environment. The weatherproof finish would be non-reflective and would not reflect glare greater than the surrounding water surface. Therefore, the project would not introduce a new substantial amount of light and glare affecting day or nighttime views of the area. Impacts on light and glare resulting from project operations would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

Environmental Setting

The project site is a developed industrial area that does not contain any agricultural or forestry resources, nor is it available for agricultural or forestry uses. The land portion of the project site is in an existing urban and built environment and does not include any lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance, as shown on maps prepared pursuant to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation 2022). The FMMP identifies the proposed project area as "urban and built-up land."

Determination Discussion

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance; therefore, there would be no impact on farmlands.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The proposed project site is in an urban and built environment, does not contain any land uses zoned for agricultural use, and is not under a Williamson Act contract; therefore, there would be no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The land portion of the proposed project site is in an urban and built environment; does not contain any land uses zoned for forest land, timberland, or timberland production; and would not conflict with existing zoning or require rezoning of forest land, timberland, or timberland production zones; therefore, there would be no impact.

d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The proposed project site is not within or adjacent to any forest land and would not result in the loss of forest land or call for the conversion of forest land to non-forest use; therefore, there would be no impact.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The proposed project site is located within an existing urban area and would not result in the conversion of any lands. No farmland or agricultural resources are present in the project area; therefore, no impact would occur.

III. AIR QUALITY

Environmental Setting

The project site is in the San Diego Air Basin (SDAB), which encompasses all of San Diego County and is under the jurisdiction of the SDAPCD.

Under the Federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) promulgates National Ambient Air Quality Standards (NAAQS) for criteria pollutants to protect public health (that is, primary standards) and public welfare (that is, secondary standards). EPA develops comprehensive documents detailing the basis or criteria for the standards that limit ambient concentrations of these pollutants. Criteria pollutants include ozone (O_3), carbon monoxide (CO), oxides of nitrogen (NO_x) as nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns in aerodynamic diameter (PM_{10}), particulate matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$), and lead. California has also established ambient air quality standards (CAAQS) that further limit the allowable concentrations of certain criteria pollutants. Each federal or state standard is comprised of two basic elements: a numerical limit expressed as an allowable concentration in ambient air, and an averaging time that specifies the period over which

the concentration value is to be measured. Table 2 presents the current state and federal ambient air quality standards.

Table 2. State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS	NAAQS
O_3	1-hour	0.09 ppm (180 µg/m^3)	--
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3) (3-year average of annual 4th-highest daily maximum)
CO	1-hour	20 ppm (23,000 mg/m^3)	35 ppm (40,000 mg/m^3)
	8-hour	9.0 ppm (10,000 mg/m^3)	9 ppm (10,000 mg/m^3)
NO_2	1-hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3) (3-year average of annual 98th percentile daily maxima)
	Annual average	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
SO_2	1-hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3) (3-year average of annual 99th percentile daily maxima)
	3-hour	--	0.5 ppm (1,300 µg/m^3) [a]
	24-hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3) [b]
	Annual average	--	0.030 ppm (80 µg/m^3) [b]
PM_{10}	24-hour	50 µg/m^3	150 µg/m^3
	Annual arithmetic mean	20 µg/m^3	--
$PM_{2.5}$	24-hour	--	35 µg/m^3 (3-year average of annual 98th percentiles)
	Annual arithmetic mean	12 µg/m^3	9 µg/m^3 (3-year average)
Sulfates	24-hour	25 µg/m^3	--
Visibility Reducing Particles	8-hour	Extinction of 0.23 per kilometer	--
H_2S	1-hour	0.03 ppm (42 µg/m^3)	--
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	--

Table 2. State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS	NAAQS
Lead	30-day	1.5 µg/m^3	--
	3-month rolling average	--	0.15 µg/m^3

Source: CARB 2016

[a] The 3-hour SO_2 NAAQS is a secondary standard.

[b] The 24-hour and annual 1971 SO_2 NAAQS remain in effect until 1 year after the attainment status is designated by EPA for the 2010 NAAQS (the project area is still undesignated for the 2010 NAAQS, but presumed to be in attainment).

-- = Not applicable and/or no standard

µg/m^3 = microgram(s) per cubic meter

ppm = part(s) per million

Air quality monitoring data measured over time are used to evaluate an area's compliance with the NAAQS and CAAQS. Areas with air quality better than an established standard are classified as being in "attainment" for that pollutant and standard. If the measured pollutant concentrations meet or exceeds a standard, the area is classified as a "nonattainment" area for that pollutant. The severity of the nonattainment designation can vary from moderate to extreme. If data are not available or sufficient to determine if a standard is exceeded in an area, the area is designated as "unclassified."

Table 3 presents the attainment/nonattainment status of the SDAB with respect to the NAAQS and CAAQS. San Diego County has been designated by EPA to be a severe nonattainment area for 8-hour O_3 under the 2008 and 2015 NAAQS (EPA 2024). In addition, the area is nonattainment for the CAAQS for O_3, PM_{10}, and $PM_{2.5}$. San Diego County is classified as attainment/unclassified for all other NAAQS and CAAQS.

Table 3. SDAB Attainment Status

Pollutant	Averaging Time	Federal Status	State Status
O_3	1-hour	Unclassified/Attainment	Nonattainment
	8-hour	Nonattainment (Severe 15)	Nonattainment
CO	All	Unclassified/Attainment	Unclassified/Attainment
NO_2	All	Unclassified/Attainment	Unclassified/Attainment
SO_2	All	Unclassified/Attainment	Unclassified/Attainment
PM_{10}	All	Unclassified/Attainment	Nonattainment
$PM_{2.5}$	All	Unclassified/Attainment	Nonattainment
Sulfates	24-hour	No NAAQS	Unclassified/Attainment
Lead	All	Unclassified/Attainment	Unclassified/Attainment
H_2S	1-hour	No NAAQS	Unclassified/Attainment
Vinyl Chloride	24-hour	No NAAQS	Unclassified/Attainment

Table 3. SDAB Attainment Status

Pollutant	Averaging Time	Federal Status	State Status
Visibility Reducing Particles	8-hour	No NAAQS	Unclassified/Attainment

Sources: SDAPCD 2023; EPA 2024

The SDAPCD has not adopted quantitative thresholds for evaluation of the significance of air quality impacts under CEQA. However, SDAPCD does recognize screening-level thresholds for Air Quality Impact Analysis (AQIA) as published in San Diego County's *Guidelines for Determining Significance for Air Quality* (San Diego County 2007). The San Diego County screening-level thresholds are largely based on the AQIA trigger levels for new or modified stationary sources in SDAPCD Rules 20.2 and 20.3. If these incremental levels for stationary sources are exceeded, an AQIA must be performed conducted for the source. SDAPCD Rule 20.2, which outlines these trigger levels states that any project that results in emissions increase equal to or greater than any of these levels, must: "demonstrate through an AQIA. that the project would not (A) cause a violation of a State or national ambient air quality standard anywhere that does not already exceed such standard, nor (B) cause additional violations of a national ambient air quality standard anywhere the standard is already being exceeded, nor (C) cause additional violations of a State ambient air quality standard anywhere the standard is already being exceeded, nor (D) prevent or interfere with the attainment or maintenance of any State or national ambient air quality standard" (SDAPCD 2019). For projects with stationary-source emissions that are below these criteria, no AQIA is typically required, and project level emissions are presumed to be less than significant. Table 4 shows these thresholds.

Table 4. SDAPCD Screening-Level Thresholds for Air Quality Impact Analysis

Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
CO	100	550	100
NOx	25	250	40
PM_{10}	--	100	15
$PM_{2.5}$	--	55[a]	10
SOx	25	250	40
Lead and Lead Compounds	--	3.2	0.6
VOC[b]	--	75	13.7[c]

Source: San Diego County 2007

Note: According to San Diego County, the hourly and yearly levels are most appropriately used in situations when temporary emissions like emergency generators or other stationary sources are proposed as a part of a project. The daily levels are most appropriately used for the standard construction and operational emissions.

[a] EPA *Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards* published September 8, 2005. Also used by South Coast Air Quality Management District (SCAQMD).

[b] Threshold based on the threshold of significance for volatile organic compounds (VOCs) from SCAQMD for Coachella Valley.

[c] 13.7 tons/year threshold based on 75 pounds/day multiplied by 365 days/year and divided by 2,000 pounds/ton.

Some California air districts recognize general conformity de minimis thresholds as indicators of the significance of air quality impacts for projects proposed in nonattainment and maintenance areas. The EPA's General Conformity Rule[1] applies to federal actions occurring in nonattainment or maintenance areas when the total direct and indirect emissions of nonattainment pollutants (or their precursors) exceed specified thresholds. The emissions thresholds that trigger requirements for a conformity analysis are called de minimis levels. In the SDAB, the applicable de minimis thresholds for the precursors to the nonattainment pollutants O_3, NOx, and VOC, are 25 tons/year. If the projected direct and indirect emission from implementation of the federal action would be less than the applicable de minimis levels, the conformity evaluation process is complete, indicating air quality impacts would be less than significant.

Construction Methodology

Construction activities for the proposed project would be associated with the FDD and would involve pile-driving activities for mooring dolphins and wharf construction and FDD emplacement. Construction activities would require the use of specialized overwater construction equipment such as floating cranes, barges, tugboats, and hydraulic vibrators and/or diesel-powered impact hammers. Combustion emissions from fossil fuel-fired equipment and vehicles used during construction may result in air quality impacts. Activities would be temporary and short-term (8 weeks). Equipment and construction equipment/materials would be removed at the completion of construction. Construction activities for the proposed project were previously analyzed in the *Final Environmental Assessment for the Floating Dry Dock Project* (Final EA) developed by Naval Facilities Engineering Command Southwest (NAVFAC SW), a Command of the Navy, on behalf of NBSD (NAVFAC SW 2020). Construction emissions estimated in the Navy's Final EA for access structures, mooring dolphins, and fender pile construction for installation of a FDD at the Austal USA facility have been used to support this analysis (NAVFAC 2020).

Operation Methodology

In this CEQA analysis, emissions for proposed project operations have been estimated based on details and assumptions provided by the project applicant. Emissions were quantified and assessed using agency-approved software, tools, techniques, and emission factors. The proposed project would include the operation of an FDD to maintain and repair maritime vessels. Vessel maintenance and repair processes would rely on contractor-supplied equipment and would be required to use low-emission technologies and/or electrification to the extent feasible. Emissions estimates for a typical operating hour, day, and year were based on assumptions related to the expected vessels to be serviced, and operational, fuel, and chemical use data.

Emission sources and processes associated with these operations would include mobile sources such as vessel and tugboat operations, and on-road travel for haul trucks and

[1] https://www.epa.gov/general-conformity

employees. Emissions for vessel and tugboat operations were estimated using emission factors and information from the CARB *Port Emissions Inventory Guidance* (Appendix H in CARB 2021) and the Port of Long Beach *2021 Air Emission Inventory* (Port of Long Beach 2022). Emissions from on-road travel for workers and haul trucks were estimated using EMFAC 2021 defaults for SDAPCD and aggregated speed and vehicle age data (CARB 2023).

Stationary sources at the FDD would include welding, abrasive blasting, solvent and adhesive usage, maritime coating application and use, and maintenance/testing of two 600-kilowatt [kW] diesel-fueled emergency generators. These emergency generators would support the FDD, would be certified to meet Tier 3 engine standards, and would require a maximum of 200 hours of maintenance and testing per year. In addition, temporary, portable emergency diesel-fueled equipment would be used facility-wide for response to emergencies and fires. This facility-wide portable emergency equipment would vary in size but would operate at a combined maximum annual equipment usage rate of 9,000 brake horsepower (bhp), a maximum hourly usage rate of 2,000 bhp, and would be required to meet Tier 4 engine standards. A maximum of 50 hours of maintenance and testing per year would be required. The FDD portion of the facility is expected to also have electric portable equipment; no emission estimates are included for those units.

Emissions for anticipated use of adhesives was based on usage rates and material composition data. Operational rates and SDAPCD default emission factors were used to estimate emissions for welding and abrasive blasting. Emissions from solvents and marine coatings were estimated based upon the most recent air permit application for these operations dated March 2024. Emissions from combustion of diesel fuel in facility-wide emergency generators were estimated based on operations data from the most recent air permit application for these units dated June 2023, and the emissions for maintenance and testing of the 600-kW units at the FDD are based on a permit application dated July 2023. Detailed emissions calculations and the associated methodology and assumptions are provided in Appendix A, *Air Emission Calculations*.

Determination Discussion

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

☒ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Potentially Significant Impact: The SDAB is currently designated as nonattainment for the NAAQS and CAAQS for O_3 and designated as nonattainment for the CAAQS for PM_{10} and $PM_{2.5}$. SDAPCD conducts air quality planning for San Diego County and developed

the 2020 SDAB *Attainment Plan* (SDAPCD 2020) to reduce emissions of O_3 precursors, VOC and NO_x. According SDAPCD's webpage, the *Attainment Plan* was approved by the District Board on October 14, 2020, and the California Air Resources Board (CARB) on November 19, 2020. The *Attainment Plan* was submitted by CARB on January 8, 2021 for EPA's consideration as a revision to the California State Implementation Plan (SIP) for attaining the ozone standards.[2] The *Attainment Plan* relies on emissions forecasts based on demographic and economic growth projections provided by city and county general plans. In addition to the federal plan, SDAPCD has prepared a 2022 Regional Air Quality Strategy (RAQS) to identify actions to further reduce emissions and attain the State O_3 standards. The RAQS is periodically updated to reflect new information on air quality, emission trends, and new control measures. Projects with growth included in the projections used to formulate the Attainment Plan and RAQS are assumed to be consistent and would not interfere with applicable air quality plans.

San Diego's Portside Environmental Justice Neighborhood's Community Emissions Reduction Plan (CERP) Phase II (July 2021) was developed in response to California's Assembly Bill 617, Community Air Protection Program. The CERP details strategies that are intended to reduce air pollution emissions and the community's exposure to air pollution in the Community of Portside Environmental Justice Neighborhoods. Emissions within this community are primarily from off-road mobile sources, on-road mobile sources, and area sources. The CERP outlines ten (10) primary goals that target the reduction in diesel particulate matter, transition to zero emission vehicles (ZEVs), developing a community wide comprehensive health risk assessment (HRA), and determine ways to reduce public health risk.

The Port of San Diego's Maritime Clean Air Strategy (October 2021) is another plan that was developed to outline strategies to reduce emissions of air pollution within San Diego's Portside Community. The Strategy focuses on goals to transition trucks and cargo handling equipment to ZEVs and equipment. There is a large focus on the reduction of emissions from Port harbor craft, fleet, and on-going vessels through upgrades, transitions, and controls.

Construction of the proposed project would include short-term fugitive and criteria air pollutant emissions from fossil fuel-powered equipment and from worker commute travel. Austal also plans to utilize electric equipment, where able, to reduce emissions from equipment during the 8-week construction phase. Construction emissions impacts would be less than significant.

Operation of the proposed project would include new sources of air pollution such as mobile sources (via on-road vehicles and maritime vessels), welding, abrasive blasting, solvent/adhesive usage, marine coating application, and diesel emergency generators. Additional employees would be needed once the project is operational to support the planned operations.

Clarification of the proposed chemical use, coating application methods, and maximum daily usage rates would be required to perform a more detailed emissions analysis. As

[2] https://www.sdapcd.org/content/sdapcd/planning.html

currently estimated, maximum daily proposed project-related emissions may result in net increases of nonattainment criteria pollutants or precursors at levels greater than thresholds of significance established by SDAPCD for hourly NOx and daily VOC emissions. As a result, the proposed project has the potential to conflict with or obstruct implementation of the San Diego RAQS, applicable portions of California's SIP, San Diego's Portside Environmental Justice Neighborhood's CERP, and the Port's Maritime Clean Air Strategy.

This impact would be potentially significant.

b) 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?

☒ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Combustion emissions from fossil fuel-powered equipment and vehicles used during construction may result in air quality impacts. Activities would be temporary and short-term (8 weeks). Construction emissions from equipment use estimated in the Navy's Final EA for access structures, mooring dolphins, and fender pile construction for installation of an FDD at the Austal USA facility were used to support this analysis (NAVFAC SW 2020) and are shown in Table 5. Emissions from construction worker commutes have been estimated and are included in Table 5, however, there will be no haul trucks during the construction phase. Annual construction emissions were conservatively estimated using 2021 emission factors.

Impacts from these sources are expected to be temporary and insignificant (below de minimis/Major Source thresholds), as shown in Table 5.

Table 5. Estimated Construction Emissions for Access Structures, Mooring Dolphins, and Fender Piles

Estimated Net Emissions of Construction	Annual Emissions (tons/year)					
	VOC	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Phase (Equipment)	0.17	2.21	0.99	0.15	0.16	0.15
Construction Worker Commutes	0.001	0.002	0.023	0.0001	0.0004	0.0001
Total Annual Emissions (tons/year)	0.17	2.21	1.01	0.15	0.16	0.15
De minimis Threshold/Major Source Threshold	**25**	**25**	**--**	**--**	**--**	**--**
Total Emissions Exceed de minimis threshold?	No	No	N/A	N/A	N/A	N/A

Source: NAVFAC SW 2020

--, N/A = Not available or not applicable

Operations

Potentially Significant Impact: The SDAB is designated as a nonattainment area with respect to the NAAQS and CAAQS for O_3, and the CAAQS for $PM_{2.5}$ and PM_{10}. The mass emission thresholds developed by SDAPCD and used as screening levels for this CEQA analysis are tied to attaining and maintaining these health-based standards. Projects that exceed these thresholds would result in a cumulative, regional contribution (that is, significant) to the nonattainment status of the SDAB and may also contribute to adverse health impacts affecting nearby receptors.

Estimated maximum hourly, daily, and annual emissions associated with operation of the proposed project are summarized in Tables 6, 7, and 8, and are compared to the respective SDAPCD thresholds of significance. Again, detailed emissions calculations and the associated methodology and assumptions are provided in Appendix A.

As shown in Table 6, the estimated hourly project emissions would not exceed the applicable SDAPCD thresholds of significance. Annual emissions associated with the proposed project, shown in Table 8, would be less than annual significance thresholds.

The estimated daily project emissions shown in Table 7 would exceed the applicable SDAPCD threshold of significance for VOCs. Solvent and marine coating application operations represent the most significant source of these emissions.

Maximum daily project-related emissions may result in a cumulatively considerable net increase of criteria pollutants or precursors for which the SDAB is designated as nonattainment for CAAQS and NAAQS. Clarification of the proposed, chemical use, coating application methods, and maximum daily usage rates would be required to perform a more detailed emissions analysis. This impact would be potentially significant.

Table 6. Proposed Project Operations Hourly Air Emissions Summary

Emission Process	Hourly Emissions, Pounds/Hour (lb/hour)					
	VOC	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Tug/Assist Boat Operation	0.3	4.9	0.9	0.01	0.1	0.1
Worker Commute	0.23	1.12	7.5	0.024	0.14	0.05
Welding	--	--	--	--	0.11	0.11
Blasting Operations	--	--	--	--	2.5	2.5
Marine Coating and Solvent Application Operations	4.6	--	--	--	0.2	0.2
Adhesive Application Operations	0.01	--	--	--	--	--
FDD Portable Engines	0.00	0.0	0.0	0.000	0.0	0.0
Facility-Wide Portable Emergency Internal Combustion Engines	0.76	14.5	16.2	0.021	0.1	0.1
FDD Stationary Diesel Emergency Generators	0.24	7.1	3.0	0.01	0.1	0.1
Total Hourly Emissions	**6.2**	**27.6**	**27.7**	**0.1**	**3.3**	**3.2**
Total Stationary-Source Hourly Emissions	**4.9**	**7.1**	**3.0**	**0.01**	**3.0**	**3.0**
Max Hourly Emissions[b]	**5.9**	**22.7**	**26.8**	**0.1**	**3.2**	**3.1**
SDAPCD Trigger Levels[c]	**--**	**25**	**100**	**25**	**--**	**--**
Max Hourly Emissions Exceed Trigger Level	**--**	**No**	**No**	**No**	**--**	**--**
Total Stationary-Source Emissions Exceed Trigger Level?	**--**	**No**	**No**	**No**	**--**	**--**

[a] Austal FDD portable engines would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric-powered. Therefore, no emissions are assumed for FDD portable engines.

[b] Vessel transit and maintenance activities would not occur concurrently. Therefore, maximum daily emissions are calculated as the maximum between vessel transit operations and maintenance-related operations.

[c] SDAPCD trigger levels developed from San Diego County's *Guidelines for Determining Significance and Report Format Content Requirements* (San Diego County 2007).

CH_4 = methane

N_2O = nitrous oxide

Table 7. Proposed Project Operations Daily Air Emissions Summary

Emission Process	Daily Emissions, Pounds per Day (lb/day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Tug/Assist Boat Operation	0.3	5	0.9	0.01	0.1	0.1
Worker Commute	0.23	1.12	7.5	0.024	0.14	0.05
Welding	--	--	--	--	0.12	0.12
Blasting Operations	--	--	--	--	20	20
Marine Coating and Solvent Application Operations	74.0	--	--	--	3.0	3.0
Adhesive Application Operations	0.1	--	--	--	--	--
FDD Portable Engines [a]	0.0	0.0	0.0	0.0	0.0	0.0
Facility-Wide Portable Emergency Internal Combustion Engines	0.8	14.5	16.2	0.02	0.1	0.1
FDD Stationary Diesel Emergency Generators	0.6	18	7.6	0.03	0.3	0.3
Total Daily Emissions	**75.9**	**38.3**	**32.2**	**0.1**	**24.0**	**23.9**
Total Stationary-Source Daily Emissions	**74.7**	**17.8**	**7.6**	**0.03**	**23.6**	**23.6**
Max Daily Emissions[b]	**75.6**	**33.4**	**31.3**	**0.1**	**23.9**	**23.8**
SDAPCD Trigger Levels[c]	**75**	**250**	**550**	**250**	**100**	**55**
Max Daily Emissions Exceed Trigger Level	**Yes**	**No**	**No**	**No**	**No**	**No**
Total Stationary-Source Emissions Exceed Trigger Level?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Austal FDD portable engines would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric-powered. Therefore, no emissions are assumed for FDD portable engines equipment.

[b] Vessel transit and maintenance activities would not occur concurrently. Therefore, max daily emissions are calculated as the max between vessel transit operations and maintenance-related operations.

[c] SDAPCD trigger levels developed from County of San Diego's *Guidelines for Determining Significance and Report Format Content Requirements* (San Diego County 2007).

Table 8. Proposed Project Operations Annual Air Emissions Summary

Emission Process	Annual Emissions, tons per year (tons/year)					
	VOC	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Tug/Assist Boat Operation	0.002	0.03	0.01	0.00004	0.001	0.001
Worker Commute	0.03	0.15	0.98	0.003	0.02	0.01
Welding	--	--	--	--	0.02	0.02
Blasting Operations	--	--	--	--	1.26	1.26
Marine Coating and Solvent Application Operations	9.25	--	--	--	0.38	0.38
Adhesive Application Operations	0.002	--	--	--	--	--
FDD Portable Engines[a]	0.00	0.00	0.00	0.00	0.00	0.00
Facility-Wide Portable Emergency Internal Combustion Engines	0.09	1.63	1.82	0.00	0.01	0.01
FDD Stationary Diesel Emergency Generators	0.05	1.42	0.61	0.00	0.02	0.02
Total Annual Emissions	**9.4**	**3.2**	**3.4**	**0.01**	**1.7**	**1.7**
Total Stationary-Source Annual Emissions	**9.3**	**1.4**	**0.6**	**0.00**	**1.7**	**1.7**
SDAPCD Trigger Levels[b]	**13.7**	**40**	**100**	**40**	**15**	**10**
Total Emissions Exceed Trigger Level	**No**	**No**	**No**	**No**	**No**	**No**
Total Stationary-Source Emissions Exceed Trigger Level?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Austal FDD portable engines would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric-powered. Therefore, no emissions are assumed for FDD portable engines.

[b] SDAPCD trigger levels developed from San Diego County's *Guidelines for Determining Significance and Report Format Content Requirements* (San Diego County 2007).

c) Expose sensitive receptors to substantial pollutant concentrations?

☒ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Potentially Significant Impact: Emissions from construction equipment powered by gasoline and diesel engines would include toxic air contaminants (TACs) such as diesel particulate matter (DPM), a California-identified toxic air contaminant. Localized exposure of sensitive receptors to DPM is expected to be minimal during project construction and the duration of construction activities for the proposed project is expected to be approximately 8 weeks. However, construction emissions could be potentially significant based on DPM's acute health impacts. A health risk analysis (HRA) will be conducted as part of the EIR to estimate human health risk to nearby sensitive receptors.

Operations

Potentially Significant Impact: Sensitive receptors include land uses such as residential dwellings, schools, hospitals, playgrounds, and similar facilities where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. The proposed project site is in a waterfront industrial area. The closest residence is located on the north side of Main Street just west of South 27th Street, approximately 2,900 feet northeast of the nearest project site boundary. The nearest school is the Kimball Elementary School, approximately 3,800 feet northeast of the proposed project site.

TACs are a defined set of airborne pollutants that may pose a hazard to human health cause or contribute to an increased likelihood of serious illness or mortality. Proposed project activities would result in emissions of TACs from both mobile sources and stationary sources. Operational activities could occur as close as 2,900 feet from the nearest sensitive/residential receptor during the operational lifetime of the project.

Any emissions of TACs would have the potential to result in exposure and health risks to sensitive receptors. A health risk assessment has not been prepared at this time to evaluate if TAC emissions, exposures, and impacts would be less than significant. Therefore, this initial study conservatively assumes that the project has the potential to result in exposure to TAC emissions and health risks at sensitive receptors.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

☒ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Construction of the proposed project would not result in other emissions including those leading to odors that would adversely affect a substantial number of people. Typical odor nuisances include hydrogen sulfide, ammonia, chlorine, and other sulfide-related emissions. However, no significant sources of these pollutants would be used during construction. Construction of the proposed project would require use of diesel-based equipment that would result in emissions of diesel fumes. Diesel odors from construction may be perceived as objectionable in low concentrations. However, any odors from construction would be periodic and temporary in nature. Therefore, impacts related to odors and other emissions during construction would be less than significant.

Operations

Less than Significant Impact: Project operations are not expected to result in odor-related impacts, and implementation of the proposed project would not result in exposure of a substantial number of people to objectionable odors. Project operations would not include activities that typically generate odors, such as those associated with wastewater treatment facilities, sanitary landfills, composting facilities, petroleum refineries, chemical manufacturing plants, or food processing facilities. Minor odors from diesel equipment, maritime transit, and emergency generator maintenance, coatings and adhesive application and testing activities would be intermittent and temporary, and any odors would dissipate rapidly from the source with an increase in distance. Therefore, this impact would be less than significant.

IV. BIOLOGICAL RESOURCES

Environmental Setting

The project site is situated within South San Diego Bay, an ecologically significant coastal area known for its diverse marine habitats and proximity to urban centers. The bay supports eelgrass beds, rocky intertidal zones, and submerged aquatic vegetation. Eelgrass (*Zostera marina*) beds are critical habitats for various fish species, invertebrates, and waterfowl. South San Diego Bay hosts a diverse array of fish species, including California halibut (*Paralichthys californicus*), California corbina (*Menticirrhus undulatus*), and California anchovy (*Engraulis mordax*). Resident and migratory bird species use the bay for foraging, nesting, and resting.

The FDD site consists of deep subtidal habitat, defined as greater than 20 feet in depth, created by dredging. The deep subtidal area is muddy, lacking eelgrass or attached algae. The land area is a developed industrial area that does not provide habitat for sensitive or special-status species.

San Diego Bay contains habitat for species protected under the Federal Endangered Species Act (ESA), Marine Mammals Protection Act, Migratory Bird Treaty Act (MBTA), and Magnuson-Steven Fishery Conservation and Management. These are discussed as follows.

Federal Endangered Species Act

Two federally listed species found in San Diego Bay could occur in the project area: the green sea turtle (*Chelonia mydas*) and the California least tern (*Sterna antillarum browni*).

The San Diego Bay green sea turtle population is part of the East Pacific distinct population segment, which is listed as federally threatened under the ESA. While there is a potential for a green sea turtle to be present in the vicinity of the FDD, the project footprint and immediate surrounding area contains minimal suitable foraging habitat (that is, submerged aquatic vegetation) (M&A 2014). Furthermore, the project site is located inside of a floating security fence and is adjacent to active piers to both the north and south which reduces the likelihood that a green sea turtle would enter the project site. Given the lack of eelgrass and limited food resources, the potential for green sea turtles to occur in the project area would be likely limited to wandering individuals.

California least terns, a federal and state listed endangered species, do not nest at or near the project site. A California Natural Diversity Database (CNDDB) search was completed for three quads, National City, Point Loma, and Imperial Beach, to determine to potential for California least terns to nest near the project site. The most recent documented nesting occurrence within the three-quad search for this species occurred in 2015, approximately 5.93 miles northwest of the project site at a helicopter landing zone on the property of the Naval Air Station North Island (CNDDB 2023). California least terns occasionally forage along the shoreline and in the open waters of San Diego Bay (UPSD and NFEC 2013). The presence of heavy industry and lack of suitable foraging habitat in this area attributes to why California least terns have not been observed or documented in the vicinity of the project site. Therefore, the potential for California least terns to occur in the project area would be limited the occasional fly-over in search of schooling prey species.

Marine Mammals

The most frequently observed marine mammals in San Diego Bay are the California sea lion (*Zalophus californianus*), which often rest on buoys and other structures and occur throughout the North to North-Central Bay; coastal bottlenose dolphins (*Tursiops truncatus*), which are regularly seen in the North Bay; Pacific harbor seals (*Phoca vitulina*), which frequently enter the North Bay; and common dolphins (*Delphinus* spp.), which are rare visitors in the North Bay. California gray whales (*Eschrichtius robustus*) are occasionally sighted near the mouth of San Diego Bay during their winter migration (Navy and Port 2013) and occasionally enter the bay. The California sea lion would be the most likely marine mammal to be present in the project area, with potential for the rare occurrence of the coastal bottlenose dolphin (UPSD and NFEC 2013). However, there are no sea lion rookeries or haul outs within the project site or the surrounding vicinity. California sea lions are primarily observed north of the Coronado Bridge (M&A 2008; Sorensen and Swope 2010; Graham and Saunders 2014; Tierra Data 2016) and sighting rates in the project area are expected to be low.

Birds

The project area is located on the mainland side of the Central Bay and includes man-made structures and open-water habitat. Bird abundance and diversity are relatively low in

the project area compared with the opposite (Coronado) shore and the South Bay (Navy and Port 2013; Tierra Data 2018). Several species covered by the MBTA are found within the project area. A number of the species covered under the MBTA are also federally listed or state-listed as threatened or endangered. However, there are also many other species that occur in and around San Diego Bay and the project area that are not otherwise listed as threatened or endangered that would fall under the MBTA. These include species that are transiting or migrating through the area.

San Diego Bay is part of a major bird migratory pathway, the Pacific Flyway, and supports large populations of over-wintering birds traveling between northern breeding grounds and southern wintering sites, with over 300 migratory and resident bird species documented to use the bay (Navy and Port 2013; Tierra Data, Inc. 2018). The most common birds along the developed NBSD shoreline and adjacent deep subtidal waters are waterfowl (ducks) and seabirds (gulls and terns). Species present in the project vicinity would likely include: surf scoter (*Melanitta perspicillata*), eared grebe (*Podiceps nigricollis*), brant (*Branta bernicla*), scaup species (*Aythya* spp.), bufflehead (*Bucephala albeola*), elegant tern (*Thalasseus elegans*), western gull (*Larus occidentalis*), California gull (*Larus californicus*), Forster's tern (*Sterna forsteri*), California brown pelican (*Pelecanus occidentalis*), Heermann's gull (*Larus heermanni*), double-crested cormorant (*Phalacrocorax auritus*), mallard (*Anas platyrhynchos*), and great blue heron (*Ardea herodias*) (Tierra Data 2018). Several species, as noted below, are considered sensitive by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife.

Bird species that are not threatened or endangered but are of state or federal concern that have the potential to occur in the vicinity of the proposed project include the common loon (*Gavia immer*), double crested cormorant, osprey (*Pandion haliaetus*), gull-billed tern (*Sterna nilotica*), California gull, black skimmer (*Rynchops niger*), great blue heron, black-crowned night heron (*Nycticorax nycticorax*), Forster's tern, and elegant tern. Most of these species are considered sensitive only where breeding or nesting occurs. These birds use intertidal flats, shallow-water habitat, or man-made structures for foraging or resting, similar to areas adjacent to the project area.

In the most recent comprehensive bird surveys of San Diego Bay, slightly greater density and diversity of birds were observed at the southern edge of the NBSD property boundary near the existing MGBW maintenance piers, compared with the south berth of the Mole Pier (Tierra Data 2018).

Fisheries and Essential Fish Habitat

The project area is located within an area designated by the National Marine Fisheries Service (NMFS) as essential fish habitat (EFH) for two Fishery Management Plans (FMPs) – the Pacific Coast Groundfish and the Coastal Pelagic Species. The 10 fish species that occur in San Diego Bay that are managed by these two plans are listed in Table 9.

Table 9. Fish Species Managed by Fishery Management Plans

Fishery Management Plan	Common Name	Scientific Name
Pacific Coast Groundfish FMP	California scorpionfish	*Scorpaena guttata*
	grass rockfish	*Sebastes rastrelliger*
	English sole	*Parophrys vetulus*
	curlfin sole	*Pleuronichthys decurrens*
	leopard shark	*Triakis semifasciata*
	soupfin shark	*Galeorhinus galeus*
Coastal Pelagic FMP	northern anchovy	*Engraulis mordax*
	Pacific sardine	*Sardinops sagax*
	Pacific mackerel	*Scomber japonicus*
	jack mackerel	*Trachurus symmetricus*

Coastal pelagic species are those fish that live in the water column, whereas groundfish species live near the sea floor. The coastal pelagic species fishery includes four finfish (Pacific sardine, Pacific [chub] mackerel, northern anchovy, and jack mackerel) and the invertebrate, market squid (PFMC 2019). Pelagic species can generally be found anywhere from the surface to a depth of 3,300 feet. San Diego Bay is entirely within the boundary of EFH for coastal pelagic species finfish. All except market squid are likely to occur in the bay. Finfish are highly transient and two, northern anchovy and Pacific sardine, can be found throughout the bay. Jack mackerel and Pacific mackerel are typically found in the North, North-Central, and South-Central Ecoregions of the bay (Allen et al. 2002). All the coastal pelagic fish species have been documented to occur in deep subtidal habitat, and all but the jack mackerel – which is less common and hence less likely to have been detected in the few surveys conducted – have been documented around man-made structures (M&A 2014).

The Pacific Coast Groundfish FMP manages 86 species over a large ecologically diverse area covering the entire West Coast of the continental U.S. Although groundfish are those fish considered demersal (fish that live on or near the seabed), they occupy diverse habitats at all stages in their life histories. EFH areas may be large because a species' pelagic eggs and larvae are widely dispersed, for example, or comparatively small, as is the case with the adults of many nearshore rockfishes, which show strong affinities to a particular location or type of substrate. The species that occur in San Diego Bay are curlfin sole, English sole, California scorpionfish, grass rockfish, leopard shark, and soupfin shark. However, the species rarity in all or parts of San Diego Bay makes it unlikely that any would occur the project area (M&A 2014).

Conservation Plans

The project site is located within an area covered by the San Diego PMP and the San Diego Bay Integrated Natural Resources Management Plan (INRMP) (Navy and Port 2013). The PMP maintains authority over tidelands and submerged lands conveyed in trust to the District by the California legislature and provides for protection of biological resources. The INRMP sets forth a long-term vision and strategy for natural resource

management within San Diego Bay. The intent of the INRMP is to provide direction for the good stewardship that natural resources require.

Determination Discussion

Would the project:

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

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Protected species may be potentially adversely effected by project construction activities such as pile driving and wharf construction, which would cause construction noise, increased physical disturbances, and localized sediment resuspension.

The landside portion of the project site is fully developed and does not contain natural habitat suitable for special-status plant species. Therefore, there would be no impact on special-status plant species.

The use of large machinery for construction and demolition as well as pile driving could result in construction-induced noise impacts that could alter the behavior of protected species. These impacts could occur from construction activities such as hammering, drilling, operation of heavy construction equipment, or transport of construction materials. The installation of new in-water and overwater structures would also have the potential to result in similar impacts on protected species from in-water construction activities such as pile driving. Construction-induced noise impacts from pile driving could disrupt the foraging behavior of the California least tern if construction occurs during the California least tern nesting season. Other sensitive fish-foraging avian species such as the brown pelican may similarly be impacted.

Avoidance and minimization measures (AMMs) for reducing noise-related impacts on foraging California least tern and other sensitive fish-feeding avian predators during nesting season include construction monitoring during the nesting season (**AMM-BIO-1**). The monitor would have the ability to reduce or temporarily stop noise-producing activities if those activities were believed to impact or otherwise alter foraging behavior of sensitive avian species during the nesting season. For instance, construction activities involving use of impact hammers or vibratory pile driving would be limited to the non-breeding season (that is, September 16 to March 31) for California least terns. The use of impact hammering or vibratory pile driving during the nesting season would require the qualified biologist to establish, to the satisfaction of regulatory agencies, that equivalent or greater protection can be provided by an alternate approach, such as the installation of sound

barriers. While disturbance of nesting marine-dependent avian species is not anticipated due to the lack of nesting habitat within the project site, any potential disturbance can be minimized by ensuring that nesting bird behavior is not modified during construction activities that generate loud noises. **AMM-BIO-2** would require the project applicant to retain a qualified biologist to perform a nesting bird survey of the noise-generating activity 1 week prior to the start of construction utilizing heavy equipment, and if nests are found, survey once per week during construction until use of heavy equipment ceases. If noise levels are anticipated to be 10 dBA or greater above ambient background noise levels within the vicinity of an active nest, sound barriers with a minimum sound transmission class rating of 28 would be placed between the noise-generating activity and the nest. Distance from the nest would be determined by the qualified biologist based on the species nesting and the noise acceptability exhibited by the bird. If noise effects cannot be minimized, construction shall be altered, to the extent necessary to ensure that impacts on the nesting species are negligible in a manner determined by regulatory agencies and based on the opinion of the qualified biologist. Implementation of **AMM-BIO-1** and **AMM-BIO-2** would reduce potential impacts on protected birds to less than significant.

Underwater noise generated during pile-driving activities may disturb fish, sea turtles, and marine mammals within the vicinity. Construction activities where impact hammer and vibratory pile driving occurs shall utilize a soft start for pile driving (**AMM-BIO-3**). This generally means performance of three pile strikes at reduced (approximately 50%) force, then waiting 30 seconds. This is repeated three times before starting pile driving at full force. **AMM-BIO-3** provides time for marine mammals, green sea turtles, and fishes to disperse from the sound source area in the event the sound is a source of stress for the animal. However, green sea turtles are not expected to occur at the project site with the exception of the wandering individual, and no sea lion rookeries or haul outs are located within the project site or the surrounding vicinity. Therefore, the potential for airborne acoustic harassment to these species from noise generated during pile driving is less than significant.

An increase in turbidity in the water may occur as a result of displaced sediment from construction activities. In general, increased turbidity could limit the ability of California least terns and other sensitive fish-foraging avian species to locate prey. Construction activities could potentially result in impacts on protected species by the inadvertent introduction of pollutants such as fuel, oil, and/or other industrial and mechanical fluids into waters of the U.S., either from construction equipment, landside construction vehicles, construction vessels, and from partially completed overwater structures. Best management practices (BMPs) required by Austal's Construction General Permit (CA CGP) would be implemented to comply with the CA CGP Stormwater Pollution Prevention Plan (SWPPP), in order to prevent the discharge of construction related pollutants into San Diego Bay. In addition to the CA CGP, a Section 401 Water Quality Certification from the San Diego San Diego RWQCB (dated March 2023) has been obtained for the project (San Diego RWQCB 2023). The 401 also requires implementing BMPs for avoiding and minimizing impacts to water quality and would thus also minimize impacts on water quality and biological resources. Additionally, disruption to eelgrass outside of the immediate project area can occur due to increased turbidity. Prolonged increases in turbidity can reduce primary

productivity associated with eelgrass because turbid water prevents sunlight from reaching this primary producer and other sensitive species. Navy Region Southwest has agreed to let the project use the Navy's San Diego Bay Eelgrass Mitigation Bank to offset the project's previous impacts associated with the conversion of shallow water habitat to deeper water, and shading impacts from the new FDD and the associated structures.

Sediment resuspension resulting in temporary increases in turbidity is expected to be minimal. The implementation of **AMM-BIO-4** requires contractor education for vessel operations regarding the impacts of propeller wash to erosion of sediment and suspension of fine particulates. This measure requires vessel operators to adjust operations to minimize potential impacts. All vessels would be required to use depth sounders which are routinely checked to ensure vessels are positioned to avoid shallow water areas to the extent practical. It is unlikely for the project construction activities to cause an adverse effect on candidate, sensitive, or special-status species because of their limited scale and duration. Therefore, the potential for protected species to experience impacts related to turbidity created from project construction activities would be less than significant.

Prior to the commencement and throughout the duration of any in-water project activities, the following AMMs shall be implemented to ensure potential impacts on species identified as a candidate, sensitive, or special-status species would be less than significant.

Avoidance and Minimization Measures:

AMM-BIO-1: Implement Construction Measures to Avoid or Reduce Noise-Related Foraging Impacts on California Least Tern and Other Sensitive Fish-Foraging Avian Species.

If pile-driving activities occur between April 1 and September 15, the project applicant shall retain a qualified biologist to monitor during pile-driving activities. The project applicant shall take specific actions to reduce or temporarily stop noise-producing activities if the qualified biologist identifies that the activities are impacting the foraging behavior of sensitive avian species. These actions shall include, but not be limited to, the following:

- For all pile-driving activities performed during the California least tern nesting season (April 1 to September 15), a qualified biologist shall be onsite observing for foraging California least terns. If any California least terns are observed, the qualified biologist shall have the authority to halt or modify pile-driving activity to ensure foraging behavior is not altered by construction. Work modifications that may limit pile-driving noise impacts may include:
  - Reducing the intensity of pile driving.
  - Placing sound dampening panels on pile-driving equipment.
  - Restricting pile driving to periods when sensitive avian species are not present.

AMM-BIO-2: Implement Construction Noise Measures to Avoid or Reduce Noise Impacts on Sensitive Nesting Marine-Dependent Avian Species.

To avoid impacts on nesting marine-dependent birds, during the breeding season (that is, April 1st- September 15th), the project proponent shall implement the following measures during construction:

- The project proponent shall retain a qualified biologist to perform a marine-dependent nesting bird survey within 500 feet of the noise-generating activity 1 week prior to the start of construction utilizing heavy equipment, and, if nests are found, the qualified biologist shall perform a survey once per week during construction until use of noise-generating heavy equipment ceases.
- The project proponent shall submit the survey to Austal project coordinator for review and approval of the survey and the buffer area, defined below, if any, prior to the commencement of these activities at the project site.
- The nesting surveys shall consist of a thorough inspection of the project area by a qualified biologist(s). The survey shall occur between sunrise and 12:00 p.m., when birds are most active. If no active nests are detected during these surveys, the qualified biologist(s) shall prepare and submit a letter report documenting the results of the survey to the Austal project coordinator. If there is a delay of more than 7 days between when the nesting bird survey is performed and construction activities begin, the qualified biologist shall resurvey to confirm that no new nests have been established.
- If the survey confirms nesting within 500 feet of the disturbance footprint, the project proponent shall establish a no-disturbance buffer around each nest site to avoid disturbance or destruction of the nest until after the nesting season or a qualified biologist determines that the nest is no longer active. The size and constraints of the no-disturbance buffer shall be determined by the qualified biologist, at the time of discovery. In addition, if the qualified biologist prepares any subsequent reports, the reports shall be submitted to the Austal project coordinator.
- The qualified biologist shall establish a baseline ambient sound level by measuring ambient sound levels during the time of day that work is expected to occur. The monitoring distance from the nest shall be chosen to not disturb the species.
- If noise-generating activities are within 500 feet and the species behavior is modified due to noise, the qualified biologist shall monitor noise levels daily, during construction activities, at a distance that would prevent the disturbance of the relevant species. Sound levels at nest sites shall not exceed 10 dBA above ambient levels. This monitoring shall occur until the nest is no longer active.
- If sensitive avian species begin nesting within 500 feet of noise-generating construction and the species behavior is modified, the qualified biologist shall establish a baseline ambient sound level by measuring sound levels at a distance without disturbing the species during a representative construction day. The qualified biologist shall monitor those nests daily during construction activities, until after the nesting season or a qualified biologist determines that the nest is no longer active. If the monitoring shows sound levels more than 10 dBA above the baseline ambient levels (representative construction noise included), and the species behavior is modified, the qualified biologist shall have the authority to halt or modify construction activity to

ensure the behavior of sensitive nesting avian species is not altered by construction noise.

- If the above noted sound thresholds are exceeded, the project proponent shall implement actions recommended by the qualified biologist and approved by the Austal project coordinator to reduce sound levels to within thresholds.
- If the qualified biologist determines that noise cannot be attenuated, noise-generating activities must cease until such time that adequate noise attenuation is achieved, or nesting is complete.

AMM-BIO-3: Implement Noise Reducing Measures During Pile Installation Activities to Avoid Impacts on Marine Mammals, Green Sea Turtles, and Fish.

Prior to and during construction activities involving in-water impact hammer pile installation or vibratory pile installation or removal, the project proponent shall implement marine mammal, green sea turtle and fishes noise reducing measures, which shall include the following requirements:

- For a period of 15 minutes prior to the start of in-water construction, a qualified biologist shall monitor an impact radius around the active pile installation areas to ensure that special-status species do not modify behavior. The qualified biologist must meet the minimum requirements as defined by the National Oceanic and Atmospheric Administration's Guidance for Developing a Marine Mammal Monitoring Plan (2024). The impact radius shall be established by determining the largest zone of influence associated with in-water construction activities occurring that workday.
- The project proponent shall not start work if the qualified biologist observes any special-status species prior to starting pile installation until the special-status species has left the area to be affected.
- Pile-driving activities shall only be conducted during daylight hours when biological monitors can visually observe marine mammals.
- Pile driving shall not exceed 10 piles per day and 1,000 strikes per pile or a combination that does not exceed a total of 10,000 strikes in 1 day.
- In-water pile driving shall begin with soft starts, gradually increasing the force of the pile driving.
- The biological monitor shall note observations of the presence of sensitive marine species, including California least tern, green sea turtles, and marine mammals, within the project area. Observations shall include hauled out harbor seals and California sea lions. The biological monitor shall observe the site for 15 minutes prior to all pile-driving activities and during all pile-driving activities. If sensitive marine species are observed within 500 feet of project construction activity, during or 15 minutes before pile driving, the biological monitor shall immediately notify the on-site supervisor or inspector and require that pile driving either not be initiated or temporarily cease until the animals have moved outside of the 500 feet buffer area on their own. The biological monitor shall have the authority to stop work at any time due to observed animal behavior or uncertainty regarding potential to harm an animal due to pile-driving activities or noise generated from the activity.

- If weather or sea conditions restrict the biological monitor's ability to observe marine mammals or sea turtles within the zone of influence, then pile-driving activities shall cease until conditions improve.
- The biological monitor shall maintain records of the species, date, and time of any marine mammal or sea turtle sightings, as well as species behavior, and communications with the contractor during pile driving.

AMM-BIO-4: Implement Construction Measures to Eliminate Water Quality Impairment Impacts on California Least Tern, Other Sensitive Fish-Foraging Avian Species, and Eelgrass.

During all in-water construction activities that would disturb sediment, the project applicant shall implement the following construction measures in accordance with applicable federal, State, and local regulations, including but not limited to Clean Water Act (CWA) Sections 401 and 404, Rivers and Harbors Act Section 10, and applicable permit conditions, and Stormwater Management and Discharge Control Ordinance:

- The project applicant shall implement contractor education for vessel operations. Vessel operators shall be trained that any contact with the bottom from the vessel, barges, anchors, or spuds can suspend sediment that results in water quality and turbidity impacts that limit the ability of fish-foraging avian species to locate prey and disrupt eelgrass productivity. Additionally, vessel operators shall be instructed to minimize activities that direct propeller wash toward shallow areas with substrates that can be suspended and result in increased turbidity.
- If impacts due to water quality cannot be mitigated through contractor education, the project applicant shall deploy a turbidity curtain around the pile-driving or other sediment-disturbing activity areas to restrict the visible surface turbidity plume to the area of construction.

Operations

Less than Significant Impact: Following emplacement, operation of the FDD could result in potential water quality impacts. However, sediment resuspension would be minimal. Dry docking evolutions (that is, lowering and raising the FDD) are slow and do not substantially disturb underlying sediments. The FDD is expected to service up to four vessels per year. The presence of the FDD in South San Diego Bay would not significantly add to the amount of maritime traffic associated within the vicinity and its operational presence would not significantly impact protected species or their habitats.

The Navy conducted informal Section 7 ESA consultation with NMFS regarding green sea turtles. NMFS concluded that while an increase in vessel activity at and near the project site could increase vessel collisions with green sea turtles; this is unlikely as vessel speeds in this area are restricted and the area is not considered a likely place of green sea turtle occurrence. The NMFS also concluded that the risk of interactions between FDD ship maintenance activities and green sea turtles would not be anticipated to occur (NMFS 2020). Therefore, impacts on green sea turtles due to proposed project operations would be less than significant.

The potential for marine mammals to occur in the project area is unlikely due to the pre-existing disturbed environment and historically industrialized regime within the project area. During all operational procedures, vessels are required to employ Protected Species (PSOs) measures per the Marine Mammal Monitoring Plan, dated March 2020, and Monitoring Measures described in Section 5 of the Navy's Incidental Harassment Authorization. With adherence to operational procedures and the unlikely potential for marine mammals to occur in the project area, potential operations impacts on protected marine mammal species would be less than significant.

Protected bird species may incur a loss of foraging habitat. However, the project area is developed and routinely subject to ongoing industrial and shipping activities. Large project operations inclusive of the operation of the FDD would not be expected to substantially adversely affect bird species or habitats. Additionally, the loss of square footage of foraging habitat is negligible when considering the size of the ships and the frequency of their presence at this location prior to the installation of the FDD. Therefore, impacts would be less than significant.

Activities associated with ship repair and maintenance activities in the FDD and at the South Pier, such as blasting and coating operations could adversely affect biological resources if waste materials generated by these activities were released to adjacent water and land areas. However, these activities would be conducted within full enclosures which encapsulate the areas where these activities are being conducted to capture and contain overspray, dust, and debris, preventing them from spreading into the adjacent water or land areas. The enclosures would be carefully broken down after completion of the operations to prevent any residual from spreading. The spent blast media would be collected and properly recycled/disposed. Impacts from these activities would be less than significant.

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

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: Terrestrial habitat within the project site is entirely developed and does not contain any natural habitat. Therefore, no terrestrial sensitive natural communities or riparian habitat would be adversely affected as a result of project implementation.

Eelgrass habitat is considered a habitat area of potential concern, as defined by the Magnuson-Stevens Fishery Management and Conservation Act and is managed by NMFS as EFH. Wharf construction, mooring dolphins installation, and dry dock emplacement may result in increased turbidity from support vessels, equipment, installation of structures and piles, and shading from support vessels, and barges. The operation of vessels over

shallow water during construction can decrease light to the seafloor by increasing turbidity from propeller wash or direct contact with the seafloor. Suspended particles reduce water clarity and can reduce the light reaching plant and algae cells. When suspended particles settle on primary producers such as periphyton, macroalgae, and eelgrass, they can further continue to prevent light from reaching the plant cells. Additionally, any contact with the seafloor where eelgrass occurs could directly dislodge and remove eelgrass and other vegetation. **AMM-BIO-4** provides for measures to reduce and restrict turbidity thus minimizing impacts on eelgrass beds or other sensitive natural community within the project's vicinity. Impacts on previously existing eelgrass beds were mitigated by providing offsetting ecological lift equivalent to the quantified loss through approximately 1.084 acres of eelgrass habitat credits through the Navy Eelgrass Mitigation Bank. Post construction surveys would be conducted to determine the final amount of deduction from the mitigation bank.

Operations

Less than Significant Impact: The location where the FDD would be operated consists of 2.1 acres of deep subtidal habitat that would be permanently shaded by the FDD. However, because shading from the FDD would be limited to deep subtidal habitat, the potential impact on sensitive natural communities would be minor (Marine Taxonomic Services Ltd. 2020). Aside from the water area of San Diego Bay, the City of National City does not identify any environmentally sensitive areas on or adjacent to the project site. Therefore, impacts on riparian habitat or other sensitive natural communities would be less than significant.

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

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less Than Significant Impact: The terrestrial portion of the project site is completely developed and does not contain any natural habitat, including state or federally protected wetlands. The aquatic portion of the project would occur in an area of deep subtidal habitat. The deep subtidal area is muddy, lacking eelgrass or attached algae, so any effects from pier installation, wharf construction, and FDD emplacement would be minimal. Construction of the in-water project elements could result in short-term water quality impacts from the disturbance of sediments within the project site. San Diego Bay is also a navigable water and regulated by USACE under Section 10 of the Rivers and Harbors Act. Austal USA has obtained a Section 404 permit from USACE (dated June 2023) , and a Section 401 Water Quality Certification from the San Diego RWQCB (dated March 2023) (Department of the Army, Los Angeles District 2023 and San Diego RWQCB 2023). As described in more detail in Section X Hydrology and Water Quality, these require implementation of measures that would reduce the potential for impacts on waters of the

United States and navigable waters from in-water construction activities. No other modifications to state or federally protected wetlands would occur. Therefore, impacts on state or federally protected wetlands due to proposed project construction would be less than significant.

Operations

Less Than Significant Impact: Project operational activities would be confined to the FDD, South Pier, and adjacent industrial use land areas that do not contain wetlands. The National Wetlands Inventory mapper classifies this part of San Diego Bay as estuarine and marine deepwater habitat which is not considered a wetland because it is continuously covered with tidal salt water. FDD emplacement would shade approximately 2.1 acres of deep subtidal habitat, representing less than 0.1% of the 4,431 acres of deep subtidal habitat in San Diego Bay (Navy and Port 2013). Vessel traffic between NBSD and the FDD would not have an adverse impact on San Diego Bay. Therefore, impacts would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: Wharf construction, pile driving, and FDD emplacement would not interfere substantially with wildlife movements. The project site is fully developed, does not contain natural terrestrial habitat that could function as a native wildlife nursery site, and is characterized by many existing barriers to wildlife movement, including human-made structures and vessel traffic. The terrestrial portion of the project site is surrounded completely by intensive development, and likely does not function as a wildlife movement corridor. Aquatic wildlife, including fish, birds, and marine mammals, likely transit periodically through the marine environment in the project site to access foraging and resting habitat elsewhere in San Diego Bay or at sea. Project construction activities, such as pile driving and operation of construction vessels, may temporarily interfere with the movement of aquatic wildlife species; however, these impacts would be temporary in nature and there would be no substantial change in conditions on the project site following construction. Therefore, impacts would be less than significant.

Operations

Less than Significant Impact: The terrestrial portion of the project site is fully developed for industrial uses and does not contain habitat that could be used for native wildlife as a migratory corridor or as a nursery. The terrestrial portion of the project site is surrounded by commercial development, and it likely does not serve as a wildlife movement corridor. Marine species, including fish, marine mammals, and birds may transit periodically through the marine environment at the project site to access foraging and resting habitat

elsewhere in San Diego Bay. The operations occurring on the FDD (overwater portion of the project) would occur over a deep subtidal habitat created by past dredging that does not serve as a fish nursery. Project operations would not substantially interfere with movement of migratory or resident fish or wildlife species. Impacts would be less than significant.

e) Conflict with any local policies or ordinance protecting biological resources, such as tree preservation policy or ordinance?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The project site does not contain any biological resources, such as tree preservation policy or ordinance, that are protected by local policies or ordinances. There is no potential for the construction or continued operations of the project to conflict with any local policies or ordinance protecting biological resources. No impact would occur.

f) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: Applicable local policies and ordinances that relate to biological resources are the PMP, San Diego Unified Port District Code, and the San Diego Bay INRMP. As discussed in Section XI, “Land Use and Planning,” the project is consistent with the PMP and the San Diego Unified Port District Code. The INRMP includes objectives and policy recommendations to guide planning, management, conservation, restoration, and enhancement of natural resources in San Diego Bay. Implementation of **AMM-BIO-1** through **AMM-BIO-4** would avoid and reduce potentially significant impacts on special-status wildlife from construction activities. Construction of the proposed project would not result in a conflict with any INRMP policies and would not conflict with the provisions of any adopted Habitat Conservation Plan; Natural Communities Conservation Plan; other approved local, regional, or state habitat conservation plan; or any other local policies or ordinances that protect biological resources; therefore, impacts would be less than significant.

Operations

Less than Significant Impact: As described above, the project is consistent with the PMP, the San Diego Unified Port District Code, and the INRMP. The proposed project site

is located within an existing developed industrial use area. The nearest open space preserve to the project site is Paradise Marsh which is part of the San Diego Bay National Wildlife Refuge and is approximately one third of a mile southeast of the project site. Project operations would be consistent with other adjacent ongoing activities occurring at the NBSD and Port and would not affect the national wildlife refuge. Operation of the proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan; Natural Communities Conservation Plan; other approved local, regional, or state habitat conservation plan; or any other local policies or ordinances that protect biological resources; therefore, impacts would be less than significant.

V. CULTURAL RESOURCES

Environmental Setting

The APE for the proposed project has been defined under the Programmatic Agreement between the Commanding Officer NBSD (CONBSD) and the California State Historic Preservation Officer regarding NBSD Undertakings, San Diego County, California, which includes the FDD. The APE, which includes the FDD, is 6.43 acres and consists of the 4.68-acres required for the FDD, and adjacent land areas (including the construction staging area).

To be eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), a property generally must be at least 50 years old, have significance, and retain integrity. Under NRHP Criteria Consideration G and CRHR criteria at CCR 15, Chapter 11.5, Section 4850(d), a property less than 50 years old can be eligible if it is of exceptional significance. A review of the NRHP was completed in March 2020. The Santa Fe Depot, located at 900 W 23rd Street, is listed on the NRHP (National City 2011; NRHP 2023) and is approximately 0.25 mile away and not within the APE. No locally designated historic buildings are located within the APE (National City 2020). A supplemental review of data sources for the APE and a 0.5-mile buffer was completed of the CRHR, California Historical Landmarks (CHL), California Points of Historic Interest, the Built Environmental Resources Directory (BERD) for San Diego County, and the listing of Identified Historic Sites in National City, maintained by the City and including Locally Designated Significant Buildings. Lastly, a series of historic maps were examined, including the following U.S. Geological Survey topographic quadrangle maps: 1904 30’ San Diego, CA; 1930 30’ San Diego, CA; 1944 15’ National City, CA; 1953 7.5’ National City, CA; 1967 7.5’ National City, CA; and 1996 7.5’ National City, CA. This supplemental review show only one historical resource is located within 0.5 mile of the APE. This resource is No. 1023, the National City Depot, which is listed on the NRHP, and is also listed on the CHL and CRHR. The BERD lists several residences within the 0.5-mile search area around the APE, built between 1920 and 1960, but these resources are either not yet evaluated or are determined as not eligible for the NRHP or the CRHR. The historic map review showed the upland area of the APE as Pacific Ocean until 1953. The 1944 map shows the natural shoreline and the 1953 map shows the expansion and reshaping of the shoreline. The 1967 map shows buildings, paved roads,

and the Paradise Creek outlet as channelized. Very little changes between the 1967 maps and the 1996 maps. The project site now consists of open water of San Diego Bay and adjacent land that was created for industrial uses. No part of the upland APE contains intact native soils.

Determination Discussion

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: All designated historic properties are located outside the project APE. The emplacement of a FDD and associated construction activities would not affect listed, contributing, or eligible properties on the NRHP and CRHR registries. In addition, consistent with Stipulation 6.A of the CONBSD Programmatic Agreement, the proposed action qualifies for a determination of “No Historic Properties Affected,” in accordance with 36 *Code of Federal Regulations* (CFR) Section 800.4 (d)(1). Construction and operation of the proposed project has no potential to cause a substantial adverse change in the significance of a historical resource. Therefore, the project would have no impact on historical resources.

b) Cause a substantial adverse change in the significance of archaeological resource pursuant to §15064.5?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The project site consists of open waters of the San Diego Bay and land comprised of harbor fill that is entirely developed with buildings and pavement, built in the 1940s and 1950s. The shoreline was radically changed at this time and expanded up to 0.25-mile on the southern end, near the APE. This created land is not conducive to the preservation of archaeological deposits and adverse changes to resources during construction are not anticipated. Operational activities for the project would not result in any disturbance of soils or Bay Muds. Given the development history associated with the property, the is no potential for the presence of intact buried archaeological resources (including shipwrecks) to either occur, or to be adversely affected. Therefore, archaeological resources would not be impacted.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: No formal cemeteries or human remains are known to exist onsite or within the project vicinity. The soils at the site are not intact native soil deposits and as such, are extremely unlikely to contain human remains. The construction and operation of the proposed project do not require subsurface ground disturbance that could potentially disturb undiscovered human remains, and the project does not have the potential to disturb human remains whether known or unknown. No impacts are anticipated.

VI. ENERGY USE

Environmental Setting

State and local agencies regulate the use and consumption of energy through various policies and programs. Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006), which seeks to reduce the effects of GHG emissions, helped establish the foundation for most of the State regulations intended to reduce energy use and GHG emissions. Additional information on the environmental setting for GHG emissions is provided in Section VIII, Greenhouse Gas Emissions.

Determination Discussion

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Energy and fuel consumed during construction of the proposed project would be temporary and would not result in a permanent increase in statewide annual energy consumption. When compared to California's annual energy consumption of 7,356.4 trillion Btu, the energy expended to construct the proposed project would represent an insignificant percentage of the statewide energy consumption.

Construction of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant.

Operations

Less than Significant Impact: Project operation would primarily require energy for the operations and maintenance of the FDD. The FDD would be serviced by SDG&E and would not require new or expanded power service. The Austal USA facility would have two electric vehicle chargers and a 480-kV solar panel array on top of the operations building. The solar system would provide shore power to the dry dock and pier side vessels. The FDD is a new structure that has been built to Navy standards and would be energy efficient during operations. The Austal USA facility location adjacent to NBSD would minimize vessel travel distance from the NBSD thus limiting fuel use associated with vessel travel distances. The proposed project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project operations. Therefore, impacts are anticipated to be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: The project would not conflict with or obstruct any State or local plan for renewable energy or energy efficiency. The proposed project would be subject to the Port's Climate Action Plan, which includes strategies to reduce greenhouse gas (GHG) emissions through energy efficiency. The proposed project would not interfere with SDG&E's commitment to sustainability and their goal of achieving net zero GHG emissions by 2045 and would not result in a wasteful or inefficient expenditure of SDG&E resources (SDG&E 2021). Therefore, impacts during construction are anticipated to be less than significant.

Operations

Less than Significant Impact: Energy demand during proposed project operations would be minimized through compliance with the California Green Building Standards Code – Part 11, Title 24 (CALGreen); and the Building Energy Efficiency Standards – Title 24 would ensure that the operation of the FDD would be consistent with State and local energy plans and policies to reduce energy (DGS 2019).

The project would not conflict with or obstruct any State or local plan for renewable energy or energy efficiency. The proposed project would be subject to the Port's Climate Action Plan, which includes strategies to reduce GHG emissions through energy efficiency. The proposed project would not interfere with SDG&E's commitment to sustainability and their goal of achieving net zero GHG emissions by 2045 and would not result in a wasteful or inefficient expenditure of SDG&E resources (SDG&E 2021). Therefore, impacts during operations are anticipated to be less than significant.

VII. GEOLOGY AND SOILS

Environmental Setting

Geologic formations beneath the project site consist of marine and nonmarine (continental) sedimentary rocks within the Pleistocene-Holocene age (CDC 2015). The majority of the site is underlain by alluvium, lake, playa, and terrace deposits, which are considered moderately sensitive for paleontological resources. San Diego is a seismically active region, as is most of Southern California. Seismic hazards can include landslides, ground shaking, surface displacement, and rupture, liquefaction, and tsunamis.

The project site has undergone significant modification, with areas that had been located in the bay being transformed into dry land by the placement of fill soils out into the bay. In addition to accommodating the development along the bay, the bay floor has been dredged previously and disturbed as part of marine terminal construction and development (TerraCosta 2020).

Landslides, ground rupture, liquefaction, and lateral spreading are not considered significant hazards for the project site (TerraCosta 2020). The proposed project is not proposed within a known area that has experienced landslides or slope instability. The FDD would be installed and operated in the waters of San Diego Bay and the adjacent land area is flat. The project site is not within a landslide hazard area (National City 2011).

The primary geologic hazards at the site are ground shaking and exposure to tsunamis. However, the project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. The nearest known active faults to the project are mapped within San Diego Bay, approximately 0.4 mile west of the site. These faults are associated with the Newport-Inglewood-Rose Canyon fault zone (CDC 2022).

Determination Discussion

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The nearest known active faults to the project are associated with the Newport-Inglewood-Rose Canyon fault zone, approximately 0.4 mile west of the site.

Ground rupture is not considered a significant risk (TerraCosta 2020) as the project site is not located within a designated Alquist-Priolo Earthquake Fault Hazard Zone. Construction and operation of the proposed project would not cause or exacerbate the risk of a ground rupture or expose people or structures to adverse effects from a known fault-rupture hazard zone. The construction and operation of the project does not include the construction of new structures that could result in loss, injury, or death involving rupture of a known earthquake fault. No Impacts are anticipated.

ii) Strong seismic ground shaking?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Ground shaking is a potential risk in the project area (TerraCosta 2020). The potential to experience substantial seismic ground shaking is a common hazard for every project in Southern California, and the hazard cannot be avoided. Further, the proposed project does not include the construction of new structures that could result in loss, injury, or death due to seismic ground shaking. The emplacement of the FDD and construction of associated mooring structures would comply with all applicable provisions of the Unified Facilities Criteria and California Building Code (CBC) and would incorporate appropriate BMPs to address any potential geological hazards. Impacts would be less than significant.

Operations

Less than Significant Impact: The project site could be subject to strong seismic ground shaking due to activity on nearby and regional faults, such as the Newport-Inglewood-Rose Canyon, Rose Canyon, and La Nacion faults. The potential to experience substantial seismic ground shaking is a common hazard for every project in Southern California, and the hazard cannot be avoided. Project operations would not entail activities that would increase the risk of loss, injury, or death due to seismic shaking. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Less than Significant Impact: Liquefaction is not considered a significant risk (TerraCosta 2020). Therefore, the potential for liquefaction during project construction and operations is considered to be less than significant impact.

iv) Landslides?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: Landslides are not considered a significant risk (TerraCosta 2020) and according to the National City General Plan, the project site is not within a landslide hazard area (National City 2011). Areas adjacent to the proposed project are flat and have not experienced prior landslides or slope instability. The proposed project would incorporate design considerations to comply with all applicable provisions of the Unified Facilities Criteria and CBC and would incorporate applicable BMPs to address any potential geological hazards. There is not potential for project construction and operation to result in or be adversely affected by landslides. Therefore, no impacts are anticipated.

b) Result in substantial soil erosion or the loss of topsoil?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: Project construction and operation would not include soil disturbing activities that could result in substantial soil erosion or loss of topsoil. The FDD would be placed and operated in the waters of San Diego Bay and the land areas of the Austal USA facility are mainly paved surfaces. No ground disturbance of soils would occur during construction or operations. No impact from soil erosion or loss of topsoil would occur.

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

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Liquefaction and lateral spreading are not considered a significant risk (TerraCosta 2020). Project construction would not occur on the landside portion of the project site. In addition, the project would be designed and constructed in accordance with geotechnical recommendations that address the potential for soil instability. The geotechnical report provides recommendations for pile installation methods; slope inclination; pile capacity, including lateral load capacities for vertical piles; and sheet-pile bulkhead lateral pressures, which would provide structure stability and security and would not worsen the existing conditions. The facility construction would be conducted in conformance with all applicable construction standards, the Unified Facilities

Criteria, CBC, and all other applicable requirements. Impacts on soil stability during construction would be less than significant.

Operations

Less than Significant Impact: As discussed previously, the proposed project area is predominately flat. The FDD would be located and operated in waters of San Diego Bay. The site is not located near a city- or state-identified landslide, or fault rupture hazard areas, but is located within a low-risk liquefaction (including lateral spreading) area. (National City 2011). The site-specific geotechnical report also considered the potential landslides, lateral spreading, subsidence, or liquefaction are not a significant hazard (TerraCosta 2020). The collapse potential for the site is anticipated to be low due to the very dense formational materials anticipated to underlie the structural footings. Therefore, the project would not be subject to potential on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse; and, therefore, impacts are anticipated to be less than significant.

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

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The project would be constructed within the San Diego Bay and expansive soils are would not be an issue. Project design would include all necessary stabilizing components for in-water structures, including the installation of piles and mooring structures. The FDD would be secured to piers that have been driven through the soft sediment (Bay Muds) into formation material that are not subject to expansive process. The project would be engineered to specifications based on site-specific geotechnical conditions. Expansive soils would not result in any substantial risks to life or property. No impacts related to expansive soils are anticipated during construction and operation of the proposed project.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The proposed project would be connected to the existing City sanitary sewer system. It would not require use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts are anticipated.

f) Directly or indirectly destroy a unique paleontological resource or site or geologic feature?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The project site consists of waters of the San Diego Bay and the adjacent land, which is comprised of artificial engineered fill, which overlies marine deposits. Subsurface conditions beneath the FDD would consist of recent bay deposits that overlie more competent bay deposits, which then overlie younger terrace deposits and are generally described as Bay Point Formation (Younger Terrace Deposits) (TerraCosta 2020). The underlying formation within San Diego Bay has been previously dredged to -38 feet mean lower low water. The only construction activity with potential to disturb native soils is in-water pile driving activities, which would require piles to be driven into and through native soils. No sediment will be recovered during this activity and there is no potential for monitoring, discovery, or recovery. It would be impossible to know whether a paleontological resource is impacted as a result of this activity. Because no known paleontological resources would be impacted and potential impacts on potential buried unknown/undiscovered resources cannot be evaluated, in-water pile-driving activities would have no impact on a unique paleontological resource or site or unique geologic feature . Operation of the project has no potential to disturb intact native soils or paleontological resources. Therefore, the project would not encounter paleontological resources. Construction and operation of the proposed project would not destroy a unique paleontological resource or site or unique geologic feature. No impacts on paleontological resources would occur.

VIII. GREENHOUSE GAS EMISSIONS

Environmental Setting

The quantity of GHGs in the atmosphere that ultimately result in climate change is not precisely known but is very large; no single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or to microclimates. Thus, from the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative. These impacts are commonly reported in units of carbon dioxide equivalents (CO_2e). A CO_2e represents the amount of global warming caused by a single molecule of CO_2. Some GHGs are more potent than others in global warming potential, and therefore are converted to the equivalent amount of CO_2 that would result in the same amount of global warming potential.

The SDAPCD has not established quantitative significance thresholds for evaluating GHG emissions. However, the City of San Diego established a Bright Line Threshold of 2,500 metric tons (MT) to determine the significance of a project's annual GHG emissions (City

of San Diego 2013). While reviewing emissions thresholds, the most conservative published threshold was used for comparison to this project, which are discussed below.

The California Air Pollution Control Officers Association (CAPCOA) presented a 900 MT CO_2e per year threshold in a white paper titled *CEQA and Climate Change* (CAPCOA 2008). This threshold was developed based on various land use densities and discretionary project types that were analyzed to determine the size of projects that would likely have a less than cumulatively considerable contribution to climate change. Projects that would meet or fall below the CAPCOA 900 $MTCO_2e$ threshold are expected to result in GHG emissions that would not result in a cumulatively considerable impact. When compared to similar mass emissions thresholds adopted by other regional air districts in California, the CAPCOA 900 $MTCO_2e$ per year threshold is relatively conservative.

In June 2020, Sacramento Metropolitan Air Quality Management District (SMAQMD) published updated CEQA significance thresholds and posited that construction activities that would generate less than 1,100 $MTCO_2e$ per year would not result in a significant cumulative impact. This *de minimis* screening threshold was developed to demonstrate compliance with the statewide 2030 GHG reduction target and was determined by SMAQMD to capture 98% of total GHG emissions associated with the representative projects analyzed in determining this threshold (SMAQMD 2014, 2020). However, the CAPCOA threshold of 900 $MTCO_2e$ per year represents a more conservative threshold for use in this analysis.

The City of National City Climate Action Plan (2011) addresses major sources of GHG emissions in National City and outlines long-term strategies to achieve GHG emissions reductions. This Plan focuses on emission reduction efforts implemented by increasing fleet fuel efficiency, reducing solid waste, and increasing energy efficiency and conservation in municipal buildings (energy, transportation, solid waste, and water and wastewater sectors). The Austal facility does not fall within these focused sectors.

The CARB 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022) as directed by AB 1279 (the California Climate Crisis Act) details targets for carbon neutrality and reduction of anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045. These targets are for industrial, energy, and transportation sectors.

Determination Discussion

Would the project:

a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: Construction activities for the proposed project would involve activities to support installation of new access structures and fendering, FDD emplacement, and pile-driving activities for mooring dolphins and wharf construction. Combustion of fossil fuels in equipment and vehicles used in construction would result in GHG emissions. Construction emissions estimated in the Navy's final EA for access structures, mooring dolphins, and fender pile construction for installation of a FDD at the Austal USA facility have been used to support this analysis (NAVFAC 2020). Estimated remaining construction emissions, as shown in Table 10, would be less than 200 MT/yr CO_2e, which is less than the CAPCOA threshold of 900 $MTCO_2e$ per year indicating GHG impacts from construction would be less than significant.

Table 10. Estimated Construction Emissions for Access Structures, Mooring Dolphins, and Fender Piles

Estimated Net Emissions of Construction	Annual Emissions, metric tons per year (MT/year)			
	CO_2	CH_4	N_2O	CO_2e
Construction Phase (Equipment)	191	--	--	191
Construction Worker Commutes	6.38	0.0001	0.0002	6.44
Total Annual Emissions (tons/year)	**197**	**0.0001**	**0.0002**	**197**
CAPCOA Threshold [a]	--	--	--	900
Total Emissions CAPCOA Threshold?	--	--	--	No

Source: NAVFAC SW 2020, Emission Calculations

[a] CAPCOA Significance Levels from 'CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review' (2008).

--, N/A = Not available or not applicable

Operations

Less than Significant Impact: Project-related direct GHG emissions would result from maritime transit, stationary diesel emergency generator maintenance and testing, and on-road motor vehicle use, including worker commute and haul truck trips. Maritime transit emissions calculation assumed four (4) hours of operation per year for each of the two (2) 1,000-hp tugboats (4 vessels serviced at the FDD per year, each moved in and out of the FDD by the two (2) 1,000-hp tugboats, each tugboat operating for approximately 1 hour

per movement). Emissions from maritime transit using tugboats were calculated using an emission factor for CO_2 from CARB's Port Emissions Inventory Guidance, Appendix H. CH_4 and N_2O emission factors for tugboats were not included in the CARB guidance, so emission factors for CH_4 and N_2O were derived using a ratio methodology. For example, the CH_4 emission factor for tugboats (g/kWh) is estimated by taking the CARB CO_2 emission factor for tugboats times a ratio of the CH_4 emission factor compared to the CO_2 emission factor for petroleum distillates in 40 CFR 98 (0.028 g/kWh = 679.47 g/kWh * [0.003 kg/MMBtu / 73.96 kg/MMBtu]).

Emissions estimated for the FDD emergency generator operations used emission factors for diesel fuel from 40 CFR Part 98 and conservatively assumed a maximum of 100 hours per year of operation per engine. Emissions estimated for the facility-wide portable emergency internal combustion engines were calculated using Tier 4 emission standards for engines between 50 and 75 horsepower and SDAPCD specific factors. The facility-wide portable emergency internal combustion engines are assumed to operate a maximum of 50 hours per year for maintenance and testing. Emissions from on-road mobile sources were calculated using emission factors from EMFAC 2021 for SDAPCD defaults and aggregated speeds and vehicle ages. The total annual direct GHG emissions estimated for operations of project, as shown in Table 11, would be approximately 370 MT of CO_2e, which is less than the CAPCOA significance threshold of 900 metric tons per year. Therefore, the project would have a less than significant impact.

Table 11. Project Estimated Greenhouse Gas Emissions

Emission Process	Annual Emissions, metric tons per year (MT/year)			
	CO_2	**CH_4**	**N_2O**	**CO_2e**
Tug/Assist Boat Operation	3.54	0.00	0.00	3.55
Worker Commute	280	0.00	0.01	282.37
Welding	--	--	--	--
Blasting Operations	--	--	--	--
Marine Coating and Solvent Application Operations	--	--	--	--
Adhesive Application Operations	--	--	--	--
FDD Portable Engines[a]	0.00	0.00	0.00	0.00
Facility-Wide Portable Emergency Internal Combustion Engines	0.23	0.00	0.00	0.23
PFDD Stationary Diesel Emergency Generators	84	0.00	0.00	84.27
Total Annual Emissions	**368**	**0.01**	**0.01**	**370.42**
CAPCOA Significance Levels[b]	**--**	**--**	**--**	**900**
Total Emissions Exceed CAPCOA Level	**--**	**--**	**--**	**No**

[a] Austal FDD portable engines would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric-powered. Therefore, no emissions are assumed for FDD portable engines.

[b] CAPCOA Significance Levels from 'CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review' (2008).

Indirect GHG emissions from the facility are expected to be primarily from purchased electricity. The facility plans to install a photovoltaic array system (approximately 482.98 kWDC, 390 kWAC) onsite. Indirect GHG emissions associated with electricity production and use will be estimated in the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: The Port has adopted a Climate Action Plan (CAP) which includes strategies to meet the Port District's goal of reducing annual GHG emissions to 25% below 2006 levels by 2035 (San Diego Unified Port District 2013). As described previously, the project would not result in a considerable increase in GHG emissions due to construction, because it is estimated to generate GHG emissions below the 900 MTCO2e threshold. The project would not conflict with applicable GHG reduction goals and efficiency requirements of the Port District's CAP or the associated statewide planning efforts and would not result in a significant increase in GHG emissions.

Additionally, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality targets reducing GHG emissions from the industrial sector by planning to reduce demand for fossil fuel energy. Austal plans to use electrical equipment, where able, to reduce the use of fossil fuel energy onsite.

Thus, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. This impact would be less than significant.

Operations

Less than Significant Impact: As described previously, the project would not result in a considerable increase in GHG emissions due to operational activities, and it would not conflict with applicable GHG reduction goals and efficiency requirements of the Port District's CAP or the associated statewide planning efforts. This impact would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

The project site and surrounding areas are associated with port-related shipping and industrial uses associated with the transit, berthing, and repair of vessels among other general marine, industrial, and military uses characteristic of the Port and Recently soils

within the proposed project area have been dredged to a depth of approximately -38 feet mean lower low water. NBSD. Public access to adjacent lands, including coastal recreation and use, is restricted because of safety concerns. Additionally, the project area is located within the Navy's munitions responses program site 100, a potential safety hazard.

According to the Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System, Austal USA generated approximately 84 tons of hazardous waste in 2024. Approximately 1 ton was Resource Conservation and Recovery Act (RCRA) hazardous waste (DTSC 2024).

Determination Discussion

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: No construction activities are proposed in the adjacent landside areas other than parking and staging of equipment and materials. Any potential spills or leaks associated with landside activities would be cleaned up immediately. All landside areas drain to the on-site waste collection system in the event of a larger spill. Construction activities associated with mooring dolphins, wharf construction and FDD emplacement would require the use of specialized overwater construction equipment such as floating cranes, barges, tugboats, and hydraulic vibrators and/or diesel-powered impact hammers. Potential for releases of hazardous materials associated with pile-driving activities is minimal. There is a potential for discharge of petroleum materials associated with leaks or equipment failure of floating pile drivers or barges during mooring dolphin and wharf construction, as well as material delivery and FDD emplacement. Equipment would be reviewed and maintained daily to minimize potential for releases. Equipment would also be required to have spill kits on board and any releases would be reported in accordance with state and federal laws.

Additionally, there is potential for dropping materials into the water or spillage of concrete during construction. All relevant and required construction BMPs, including sediment dispersion and debris and spillage measures, would be implemented to prevent and reduce potential impacts associated with the introduction of hazardous materials into the water including turbidity curtains and a system of floating rafts and cable nets and floating booms. Uncured concrete would be poured into water-tight forms and would not be allowed to overtop. Construction of the proposed project would not create a significant

hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Potential risks to public health and safety would be addressed through adherence with applicable health and safety regulations. Specifically, the construction contractor would be required to comply with safety requirements from the most recent versions of USACE EM 385-1-1 Safety and Health Requirements, and multiple other Naval Facilities Engineering Command Southwest and Navy health and safety instructions. Additionally, the pile-driving activities are located in MRP 100 and munitions have the potential to be present in bay sediments within the areas where the pile-driving activities would be conducted. Prior to pile driving, all notification and coordination requirements would be completed in accordance with Austal's Site-Specific Explosive Safety Submittal-. Therefore, impacts on public health and safety would not be significant.

Operations

Less than Significant Impact: Proposed project operations would occasionally require the use of hazardous materials (such as oils, lubricants, paints, cleaning solvents, and weld rods). Potential waste materials that could be generated during general ship repair would be typical of shipyard operations and would include spent sandblast and paint debris, as well as various lubricants and cleaning solvents. Hazardous material deliveries, on-site storage, and off-site transport currently occur at the Austal USA facility. The transport, use, and disposal of any hazardous materials would continue to occur in accordance with the RCRA; U.S. Department of Transportation Hazardous Materials Regulations (CFR Title 49); California Health and Safety Code; and San Diego County Code, Title 6, Division 8, in combination with operational BMPs. Any accidental releases of these materials due to spills or leaks would be cleaned up as part of ongoing operations, consistent with the above-mentioned regulations. Additionally, equipment used for ship repair and maintenance would be electrically powered, therefore, the handling of fuel and lubricating oil on board would be limited. Existing hazardous waste storage locations would be used. No wastes would be stored on the FDD or the piers. Compliance with regulatory requirements would reduce potential impacts associated with the use, transport, and disposal of hazardous materials. Operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant.

b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The proposed project is not located within one-quarter mile of an existing or proposed school. The nearest school is Kimball Elementary School, located approximately three-quarter mile to the northeast of the nearest portion of the project site boundary on the east side of I-5. Construction and operation of the project would not emit hazardous emissions or require the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The proposed project is located within waters of the San Diego Bay and adjacent upland areas (including construction staging). Based on a regulatory database search, the proposed project site is not included on the list compiled pursuant to Government Code Section 65962.5 (CalEPA 2023). There is potential to encounter contaminated materials in landside fill soils; however, there are no landside construction activities, such as excavation, associated with the proposed project. The project does not include structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill; is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash); is not on or within 1,000 feet of a Formerly Used Defense Site; does not contain a leaking Underground Storage Tank. The FDD is not proposed on a site with the potential for contamination from historic uses such as intensive agriculture, industrial uses, a gas station, or vehicle repair shop. Therefore, no significant hazard to the public or environment would be introduced as a result of the project and no impact would occur.

d) 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 or excessive noise for people residing or working in the project area?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction/Operations

Less Than Significant Impact: The proposed project is within the airspace protection boundary and the airport influence area of NAS North Island as mapped in the Airport Land Use Compatibility Plan (ALUCP) (San Diego County Regional Airport Authority 2020). The FDD would be installed and operated within property leased by Austal USA from the Navy. The ALUCP for Naval Air Station North Island does not apply to property owned by the US Government. The adjacent areas of the Austal USA facility leased from the Port are subject to the ALUCP. Construction of the mooring dolphins and wharf would involve floating equipment, such as pile-driving equipment, cranes, and other support barges. All construction equipment would be less than 200 feet high. Emplacement of the FDD, would include typical tugs boats and other equipment. Construction and operation of the FDD would not result in new structures or objects taller than 200 feet in height above ground level, which is the height at which new structures or objects within the airspace protection boundary could potentially create a safety hazard related to airspace. Construction and operation of the proposed project would not result in any changes to local air traffic in the vicinity of the proposed project, including at Naval Air Station North Island and San Diego International Airport. Neither the construction equipment nor the emplacement and operation of the FDD would result in or create any obstructions to the safe operation of aircraft or result in any increases in military or civilian air traffic.

Construction and operation of the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. The proposed project site is not within the 65 dB CNEL or higher noise contours, nor is it within the clear zone or accident potential zones of NAS North Island. Implementation of the project would not represent a safety hazard for people residing or working in the project area. Therefore, impacts would be less than significant.

e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: The San Diego County Operational Area for Emergency Operations consists of the County and all jurisdictions in the County. The Operational Area Emergency Operations Plan (Unified San Diego County Emergency Services Organization and San Diego County 2018) describes a comprehensive emergency management system which provides for a planned response to any emergency associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergencies, identifies components of a comprehensive emergency management system, and describes the overall responsibilities for protecting life and property, assuring the overall wellbeing of the population. This plan includes evacuation planning and states that jurisdictional evacuation plans would be consistent with the Operational Area Evacuation Annex. Primary evacuation routes consist

of the major interstates, highways, and prime arterials within San Diego County. Highways in proximity to the project site include I-5, SR-54, and local streets providing access to interstates and highways.

Construction of the proposed project would occur entirely within Austal's lease areas within San Diego Bay and adjacent landside areas. Construction activities are temporary and would be completed in approximately 8 weeks. Construction of the proposed project would not require any street closures or modification of access to or from Bay Marina Drive to the Austal USA Facility. Construction of the proposed project would not impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan and impacts would be less than significant.

Operations

Less than Significant Impact: The proposed project would not result in permanent changes to emergency access. Operation of the facility would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; therefore, impacts would be less than significant.

f) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated	☒ No Impact

Construction/Operations

No Impact: As discussed in Section XX WILDFIRES, the project site is located with San Diego Bay and adjacent relatively flat paved surfaces within the existing Austal USA facility. The proposed project is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (CAL FIRE 2007, CAL FIRE 2009) Therefore the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wild land fires. Therefore, no impacts would occur.

X. HYDROLOGY AND WATER QUALITY

Environmental Setting

The proposed project would occur within and adjacent to San Diego Bay. Current sources of pollution to San Diego Bay include underground dewatering, industries on the bay and upstream, marinas and anchorages, U.S. Naval activities, materials used for underwater hull cleaning and vessel antifouling paints, and urban runoff (Chadwick et al. 1999). Additional pollution sources include creosote-treated wood pier pilings, which are a source of polycyclic aromatic hydrocarbons, stormwater runoff from land used for industrial, commercial, and transportation purposes, bilge water discharge, and oil spills (Chadwick et al. 1999).

Overall, the levels of contamination in the water and sediment in San Diego Bay appear to be lower now than in previous decades, including levels of some metals and polycyclic aromatic hydrocarbons (Port 2007).

The proposed project is located within Zone VE designation for high-risk coastal communities as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for San Diego County and incorporated areas, Panel 1911 of 2300 (FEMA 2019). The proposed facility is also within a tsunami hazard area, as delineated on the Tsunami Hazard Map within the National City General Plan (National City 2011).

Determination Discussion

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: The project is not associated with construction activities that would violate water quality standards or waste discharge requirements or degrade water quality. Construction activities primarily would occur over waters of San Diego Bay. FDD emplacement would take a negligible amount of time (3-4 hours) and overall construction would last approximately 8 weeks. Impacts on marine water quality, such as increased turbidity, decreased light penetration, pH changes, and decreased dissolved oxygen, could occur during construction as a result of the use of barge-mounted construction equipment (overwater shading), concrete pouring for access structures (pH changes), and pile driving (localized, short-term disturbances of bottom sediments).

The project would comply with all required permits, including Austal's existing CA Construction General Permit (CA CGP). Best management practices (BMPs) would be implemented to comply with the CA CGP Stormwater Pollution Prevention Plan (SWPPP), in order to prevent the discharge of construction related pollutants into San Diego Bay. In addition to the CA CGP, a Section 401 Water Quality Certification from the San Diego San Diego Regional Water Quality Control Board (RWQCB) (dated March 2023) and a Section 404 permit from USACE (dated June 2023) have been obtained for the project (Department of the Army, Los Angeles District 2023 and San Diego RWQCB 2023). These require implementing BMPs for avoiding and minimizing impacts to water quality.

Required construction BMPs, including sediment dispersion and debris and spillage measures, would be implemented to prevent and reduce adverse effects on water quality. For sediment dispersion, turbidity curtains may be used to limit dispersion . For debris and spillage, a system of floating rafts and cable nets and floating booms would be employed

during construction. Additionally, uncured concrete would be poured into water-tight forms and would not be allowed to overtop the form to prevent impacts on marine waters.

All construction impacts would be short-term and limited to the areas of bottom disturbance and localized to the FDD site. As such, impacts on marine water quality from increased turbidity, decreased light penetration, pH changes, and decreased dissolved oxygen would be less than significant.

Operations

Less than Significant Impact: During operations, sediment resuspension would be minimal. Dry docking evolutions (that is, lowering and raising the FDD) are slow and would not substantially disturb underlying sediments. Ballast water pumps would be powered from existing landside electrical power supply and operated in compliance with the existing Vessel General Permit (VGP) requirements. The facility-specific NPDES permit Order No. R9-2013-0026 NPDES No. CAG719001, Boatyards and Boat Maintenance and Repair Facilities General Permit (Boatyard General Permit) for boatyard operations outlines the operational limitations, monitoring requirements, and water quality standards that need to be met. While ship repair and maintenance is being performed in the FDD and at the South Pier, appropriate BMPs would control environmental releases or process water and dust. Activities such as blasting and coating operations would be conducted within full enclosures which encapsulate the areas where these activities are being conducted to capture and contain overspray, dust, and debris, preventing them from spreading into the adjacent water or land areas. The enclosures would be carefully broken down after completion of the operations to prevent any residual from spreading. The spent blast media would be collected and properly recycled/disposed. Operation related trash and debris would be controlled and be transported to appropriate municipal disposal facilities.

The FDD has been designed to eliminate all overboard discharges associated with the floating dry dock itself and for compliance with regional permit requirements associated with Boatyard General Waste Discharge Requirements (San Diego RWQCB 2013). The FDD includes a stormwater retention system to capture storm water and prevent storm water runoff. Storm water and water from deck washing would be collected and discharged to the sanitary sewer. No water collected on the FDD would run off into or be discharged to the bay where it could affect water quality. A VGP permit has been obtained by Austal to allow for the operational filling and discharging of water from ballast tanks of the FDD. BMPs would be implemented to comply with the facility-specific Boatyards General Permit, which includes general source control measures and specific measures for industrial activities occurring on the FDD and at the South Pier, such as abrasive blasting, welding, and painting, and for other landside operational activities which would prevent the discharge of any ship repair and operational related pollutants into San Diego Bay. Accidental releases of petroleum and debris from vessels and equipment would be limited and prevented by proper maintenance, inspection, and operation of vessels and equipment, and maintaining VGP and Boatyard General Permit coverage and implementation of a Spill Prevention Plan.

Therefore, operation of the proposed project would not violate water quality standards or waste discharge requirements nor substantially degrade surface or groundwater quality; and impacts would be less than significant.

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

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: There is no potential for direct or indirect impacts on groundwater resources. The FDD would be constructed and operated over waters of San Diego Bay. All stormwater that collects on the FDD would be discharged to the sanitary sewer system and would have no effect on groundwater. Landside activities supporting operation of the FDD would occur in existing facilities and would not change existing conditions related to groundwater recharge from the site. The FDD would be connected to existing landside water supplies provided by the SWA via the Port and would not develop an independent water supply utilizing groundwater resources. The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, no impacts would occur.

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

i) Result in substantial erosion or siltation on- or off-site

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction

No Impact: Construction of the proposed project would not include an increase in impervious surfaces that would affect the existing drainage pattern of the area, nor would it alter the course of a stream or river. Construction primarily would occur over waters of the San Diego Bay. In accordance with the CA CGP, the contractor would be required to implement a site-specific construction SWPPP. The SWPPP would specify BMPs to prevent construction pollutants from contacting stormwater, eliminate or reduce non-stormwater discharges, and perform Inspections of all BMPs (SWRCB 2022). The SWPPP would also include BMPs to minimize potential impacts related to the on-shore construction components, such as preventing erosion; using sediment barriers; providing

inlet covers; covering stockpiles; inspecting equipment and vehicles for drips; and placing drip pans beneath vehicles and equipment (SWRCB 2022). Through compliance with applicable permit requirements and implementation of appropriate BMPs, construction of the project would not result in on- or off-site erosion or siltation. No impacts would occur.

Operations

No Impact: The operation of the Austal FDD would not include activities or components that would alter the existing drainage pattern of the site. Stormwater that collects on the FDD would be collected and discharged to the sanitary sewer system and would not be discharged in manner that would result in erosion or siltation. Dry docking evolutions (that is, lowering and raising the FDD) are slow and would not substantially disturb underlying sediments. Site conditions on the land portion of the Austal USA facility would not change from current conditions and would not result in changes in drainage patterns through alteration of water way or addition of impervious surfaces. Therefore, the operation of the facility is not anticipated to result in on- or off-site erosion or siltation. No impact would occur.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction

No Impact: Construction of the proposed project would not alter the existing drainage pattern of the site or result in flooding. Construction primarily would occur over waters of the San Diego Bay and the proposed project would not result in changes to the land area that would change the rate or amount of surface runoff from existing conditions. Appropriate BMPs would be implemented in accordance with the required NPDES and SWPPP requirements. Therefore, construction is not anticipated to result in on- or off-site flooding. The impact on stormwater drainage system or from polluted runoff would be less than significant.

Operations

No Impact: The operation of the Austal FDD would not include activities or components that would alter the existing drainage pattern of the site. The FDD would result in a net increase in overwater coverage of 82,000 square feet. Stormwater runoff from the FDD would be captured and discharged to the sanitary sewer system and so would not contribute to flooding. The proposed project would not result in changes to the land area that would change the rate or amount of surface runoff from existing conditions. Therefore, the facility is not anticipated to result in on- or off-site flooding. No impacts would occur.

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

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: Construction of the proposed project would not change surface runoff to the extent that existing or planned stormwater drainage systems. Construction primarily would occur over waters of the San Diego Bay and the proposed project would not result in changes to the land area that would change the rate or amount of surface runoff from existing conditions. Appropriate BMPs would be implemented in accordance with the required NPDES and SWPPP requirements. Therefore, construction is not anticipated to result in on- or off-site flooding. The impact on the stormwater drainage system or from polluted runoff would be less than significant.

Operations

Less than Significant Impact: A VGP permit has been obtained by Austal to allow for the operational filling and discharging of water from ballast tanks of the FDD. BMPs would be implemented to comply with the facility SWPPP. Stormwater that falls on the FDD would be collected and discharged to the sanitary sewer system and so would not affect the stormwater drainage system. Operation of the FDD would not generate runoff that would be discharged to a stormwater drainage system. Existing hazardous material and hazardous waste storage locations would be used as part of project operations. The impact on the stormwater drainage system or from polluted runoff would be less than significant.

iv) Impede or redirect flood flows?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: Installation and operation of the FDD would occur over waters of San Diego Bay and would not alter existing drainage patterns. Stormwater that collects on the deck of the FDD would be collected and discharged to the sanitary sewer system and so the FDD would not impede or redirect flood flows during operation. The proposed project would not change the existing conditions on the land and so would not alter drainage patterns at the site. Therefore, the proposed project would not substantially alter the existing drainage

pattern of the site or area in a manner which would impede or redirect flood flows. No impacts are anticipated.

v) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Less Than Significant Impact: The proposed project is within Flood Zone VE and is subject to flooding during the 100-year storm event (FEMA 2019). The proposed facility is also within a tsunami hazard area, as delineated on the Tsunami Hazard Map within the National City General Plan (National City 2011). Construction and operations would occur over waters of the San Diego Bay and utilize existing facilities on adjacent land, which could be susceptible to seiches. When the FDD is not in use, no hazardous materials would be in use or stored on it and so there would be no risk of release of pollutants. When the FDD is in use, it would be floating on the surface or the water and would not be inundated by floods, tsunamis, or seiches. Hazardous materials would be used at part of activities at the North and South Piers, but hazardous materials would not be stored on or adjacent to the piers. Impacts would be less than significant.

vi) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Less than Significant Impact: Austal USA is a lessee to the Port and is responsible to ensure stormwater BMPs are maintained and functioning as required in the Port's BMP Operations and Management Plan. The Port is a co-permittee on the RWQCB Order No. R9-2013-0001, NPDES Permit No. CAS0109266, (Municipal Permit) which is intended to protect the water quality and designated beneficial uses of waters of the state from adverse impacts through the implementation of water quality improvement strategies and runoff management programs that reduce pollutants in storm water discharges. Stormwater that collects on the deck of the FDD and deck wash water would be collected and discharged to the sanitary sewer system. As discussed in Section X (b), the facility would not have the potential to decrease groundwater supplies, impair groundwater quality, or affect groundwater recharge. Therefore, the installation and operation of the

facility would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

XI. LAND USE AND PLANNING

Environmental Setting

The project site occupies waters of San Diego Bay and adjacent land areas within the City of National City. The Austal USA facility consists of area leased from the Navy and from the Port. This location has supported the transit, berthing, and repair of vessels among other general marine, industrial, and military uses characteristic of the Port and nearby NBSD. Public access to adjacent lands, including coastal recreation, is restricted and recreation within the surrounding areas is similarly restricted because of safety concerns.

The project site is located within the Airspace Protection Boundary of Naval Air Station North Island (San Diego County Regional Airport Authority, Airport Land Use Commission 2020). The project would not include structures or equipment reaching 200 feet above ground level. Therefore, Federal Aviation Administration noticing requirements under 14 CFR Section 77.9 do not apply.

The project is also located within the jurisdiction of the San Diego Bay INRMP. However, the INRMP sets forth a long-term vision and strategy for natural resource management within San Diego Bay. The intent of the INRMP is to provide direction for the good stewardship that natural resources require, while supporting the ability of the Navy and Port to achieve their missions and continue functioning within San Diego Bay (U.S. Department of the Navy, Naval Facilities Engineering Command Southwest and Port of San Diego 2013). The INRMP focuses on natural resource support and does not contain specific policies or regulations adopted to govern land use. Therefore, the INRMP does not have land use requirements which would be applicable to the project.

Coastal Zone Management

The proposed project site is in the coastal zone and is subject to the requirements of the Coastal Zone Management Act (CZMA (16 U.S.C. Section 1451). The CZMA encourages coastal states to be proactive in managing coastal zone uses and resources. Under the CZMA, federal agency actions within or outside the coastal zone that affect any land or water use, or natural resource of the coastal zone are to be carried out in a manner that is consistent with the maximum extent practicable with the enforceable policies of the approved state management plans. Excluded from any coastal zone are lands the use of which by law is subject solely to the discretion of the federal government or that are held in trust by the federal government (16 U.S.C. Section 1453). In addition, under the federal consistency regulations, a negative determination can be submitted for an activity “which is the same as or similar to activities for which consistency determinations have been prepared in the past.”

The project site is on areas leased from and under the jurisdiction of the Navy and the Port and therefore is not subject to the National City Local Coastal Program Land Use Plan

(National City. 1997).As government-owned property, the Navy portion of the project site is excluded from the coastal zone.

Land Use Plans and Policies

The project is located within the city limits of National City. The project would be operated within an area leased from and subject to the Navy and Port planning (refer to Figure 2).

National City General Plan

Land Use

National City identifies the existing land use of the project area is Industrial, and specifies the following designations for the project site:

- San Diego Unified Port District – This designation identifies land that is under the jurisdiction of the San Diego Unified Port District. Permissible land uses are governed by the PMP.
- Military – This designation identifies lands under the jurisdiction of the United States military. Permissible land uses are governed by the Navy (National City 2011).

Applicable Policies

National City land use and zoning for the project site refers to the PMP and Military. The relevant land use policies applicable to the project are presented as part of the PMP discussion.

Port of San Diego Master Plan

The original PMP was approved by the Port Board of Commissioners in 1980 and several updates have been completed in recent decades. The original 1980 PMP and subsequent amendments have been certified by the CCC. The most recent update was completed in December 2023 and approved by the Port Board of Commissioners in February 2024 (Port of San Diego 2023). The proposed project, which is within Planning District 5 National City Bayfront, was excluded from this update pending the National City Balanced Plan Port Master Plan Amendment (Balanced Plan – PMP amendment component). The PMP includes excerpts from the previous certified PMP (print date 2017), addressing a Precise Plan Concept with goals and policies for Planning District 5 National City Bayfront as Appendix B, until an applicable PMP amendment is approved. The PMP is pending CCC certification, which is anticipated sometime in 2024 (Port of San Diego 2023).

Land Use

The PMP's Precise Plan for Planning District 5 National City Bayfront, designates Industrial and Military land uses and identifies planning subareas for the overwater areas of the FDD as Navy Ship Berthing and adjacent land area as 24th Street Corridor for Marine Related, Specialized Berthing, and Terminal Berthing. Current and future uses include military ship berthing and industrial production for shipyard or other marine industrial use. Planning for this area favors large industries or activities which can utilize its unique attributes of deep water berthing, railroad and highway access, distance from residential neighborhoods, and ample space (Port of San Diego 2023).

Applicable Policies

The PMP contains the following relevant policies related to overwater and coastal-dependent land uses:

Water and Land Use

- WLU Policy 1.1.4 All development shall be in accordance with the applicable standards included in Chapter 4, Baywide Development Standards and Chapter 5, Planning Districts, including any development standards within the applicable planning district or subdistrict.
- WLU Policy 5.1.3 All development shall be located, designed, and constructed to:
- a. Give highest priority to the use of existing land space in harbors for coastal-dependent port purposes, including, but not limited to, navigational facilities, shipping industries, commercial fishing, sportfishing, maritime commerce, and necessary support and access facilities.
- WLU Policy 5.2.1 The District shall encourage new development or rehabilitation of maritime assets, including improvements to maritime berthing facilities.
- WLU Policy 5.2.4 The District shall support maintenance and development of maritime berthing and related facilities to sustain the continued operations of maritime facilities.
- WLU Policy 7.2.1: The level of required contribution to planned improvements for permittees of major development shall be based on their assigned category, as described below and as identified in each corresponding planning district or subdistrict:
- a. Coastal-dependent: Development of coastal-dependent uses shall provide or contribute to mobility hub planned improvements to ensure the efficient movement of goods and people to, from, and around Tidelands and for public health and safety and for the public welfare (Port of San Diego 2023)

Industrial Land Use Objectives and Criteria

- Industrial activities on tidelands should:
- be located in convenient proximity to other industrial areas and to living areas from which there are interconnecting transit and thoroughfare routes.
- provide, under single ownership, a variety of reasonably level, well-drained sites on land that is either vacant or on developed lands that can be phased out economically for redevelopment.
- provide sites that are economical to develop and adequate for main buildings, accessory storage, off-street loading, off-street parking, and buffer strips.
- be designed to meet performance standards adequate to avoid nuisances, thereby insuring compatibility with surrounding uses.
- be limited to industrial uses which have a definite need for the availability of utilities, direct access to railroads and major thoroughfares, and the proximity of either airport or water frontage.
- provide substantial benefits to both local economic needs and to the regional hinterland.

Determination Discussion

The impact discussion does not vary between construction and operation and, therefore, does not warrant a differentiated discussion.

Would the project:

a) Physically divide an established community?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The project site is in an area developed for military and marine-related industrial and ship berthing uses. Adjacent areas are industrial. The project would not result in the division of an established community or remove any access to neighborhoods or businesses; therefore, there would be no impact.

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

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: Emplacement of an FDD would be consistent with applicable coastal zone management plans and existing and planned land uses designated by local jurisdictional plans and policies, including National City and the Port.

Coastal Zone Management

Although Navy land is excluded from the coastal zone, as part of previous coordination with the CCC by the Navy regarding emplacement of the FDD that was done for the Final EA, a determination was made that activities proposed by the project are substantially similar in purpose and scope to previous Coastal Commission Negative Determinations and Coastal Commission Consistency Determinations for pier construction. In those decisions, the CCC found that the in-water construction activities would either have no effect on coastal resources and uses or would otherwise be consistent with enforceable policies (15 CFR § 930.33(a)(1)) of the CCC's Coastal Management Plan (CCMP) (CCC 2019). Therefore, proposed project would have no effect on coastal zone uses and would be consistent with the CZMA and CCMP.

Land Use Plans and Policies

The FDD would be emplaced in an area identified in the PMP as Navy Ship Berthing. Although the PMP lacks a detailed definition for Navy Ship Berthing, the FDD would be a

facility used for marine vessel maintenance, docking, and berthing, and similar operations. Therefore, the project is consistent with the Navy Ship Berthing designation applied by the PMP. Project operations on land would be consistent with the PMP's designation for Marine Related Industrial use. Therefore, the proposed project would not conflict with the applicable land use plans and no impact would occur.

XII. MINERAL RESOURCES

Environmental Setting

The Surface Mining and Reclamation Act directs the State Geologist to identify and map the non-fuel mineral resources of the State to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified based on geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications (MRZ-1 through MRZ-4). Of the four MRZ classifications, the MRZ-2 classification is recognized for occurrence of significant mineral deposits is high and the discovery and development of mineral deposits would potentially be economically beneficial to the local, state, and/or national economy. The project site is classified as MRZ-1, which indicates no significant mineral deposits are located at the project site (City of San Diego 2008. The National City General Plan Conservation Element does not identify the project area as important for mineral resources recovery (National City 2011). Additionally, the project site is not designated as a locally important mineral resource recovery site in the City of San Diego General Plan Conservation Element (City of San Diego 2008).

Determination Discussion

Would the project:

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

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The proposed project site is classified as MRZ-1 and is not designated as a locally important mineral resource recovery site in the City of San Diego General Plan Conservation Element (City of San Diego 2008). Construction and operation of the FDD would not result in a loss of availability of a known mineral resource. Therefore, no impact would occur.

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

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The proposed project site is classified as MRZ-1 and is not designated as a locally important mineral resource recovery site in the City of San Diego General Plan Conservation Element (City of San Diego 2008). The National City General Plan does not identify the proposed project site as suitable for extraction of mineral resources (National City 2011). Construction and operation of the FDD would not result in the loss of availability of a locally important mineral resources recovery site designated on any plan. Therefore, no impact would occur.

XIII. NOISE

Environmental Setting

Noise- and vibration-sensitive land uses are the locations most likely to be adversely affected by excessive noise levels or associated vibration. As defined by the Noise and Nuisance Element of the National City General Plan, these uses within the City's jurisdiction include residences, churches, schools, libraries, parks, open space, hospitals, and convalescent homes. The PMP also considers parks and hotels to be noise sensitive during certain hours of operation. Parks are typically only considered noise sensitive during hours of operation (typically 6:00 a.m. to 10:30 p.m.) because they should generally be unoccupied outside of these hours. Hotels and other visitor accommodations are considered to be noise sensitive only during the evening and nighttime hours of 7:00 p.m. to 7:00 a.m. As a result, potential impacts at hotels are considered for traffic noise, which is quantified in terms of the 24-hour CNEL, and nighttime project operations, but not for daytime noise from project construction or operation.

The Austal USA facility is surrounded by Navy and Port owned property that support uses such as ship berthing, warehouses, boat storage, parking lots, a fuel tank farm, a truck stop, and railroads. These adjacent Navy and Port land uses are not considered noise sensitive land uses. Nearest noise sensitive land uses include the Best Western Plus Marina Gateway Hotel located approximately 2,300 feet from the project site at 800 Bay Marina Drive and three single-family homes located approximately 2,600 feet from the project site at the northeast corner of W 22nd Street and Cleveland Avenue. Distances to other noise sensitive land uses are provide in Table 10. All of these land uses are located adjacent to the I-5 freeway, in which traffic noise is the controlling noise source.

Table 10. Distance to Nearest Sensitive Land Uses

Land Use	Distance/Direction
Residence	2,600 feet east
School	4,100 feet east
Place of Worship	3,400 feet northeast
Hotel	2,300 feet east
Public Park	4,400 feet north

Note: Distances are approximate

Per National City Municipal Code Section 12.06.040, the maximum allowable exterior environmental noise limit for heavy industry land use in areas west of Interstate 5 is an equivalent continuous sound level (Leq) measured in any hour of 80 dBA or the ambient noise level if it is higher. Allowable exterior environmental noise limits for residential area are 45 dBA between 10 pm and 7 am, and 55 dBA between 7 am and 10 pm

Determination Discussion

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant Impact: Construction activities associated wharf construction, mooring dolphin pier installation and dry dock emplacement would generally occur on weekdays during daylight hours and would involve the use of standard construction equipment. Construction activities associated with mooring dolphins, wharf construction and emplacement would require the use of specialized overwater construction equipment such as floating cranes, barges, tugboats, and hydraulic vibrators and/or diesel-powered impact hammers, all of which would create noise. The tugboat used to move and position the crane barge and during emplacement of the dry dock would also generate some noise, but the noise would be consistent with the ambient noise environment characteristic of the waterfront. The approximate duration for construction of the entire project is approximately 8 weeks.

It is anticipated that pile driving would be the loudest construction activity and would last for approximately 2 weeks. The sound level of the impact pile driver during construction of the mooring dolphin pier installation and wharf construction would dominate and would almost exclusively determine the total sound level emanating from the project site during construction. While the maximum sound level of a piece of construction equipment may

vary considerably depending on factors such as maintenance, age, activity, and load, most impact pile drivers generally produce a peak noise level of approximately 114.4 dB at a distance of 50 feet (NAVFAC SW 2018). Thus, when the impact pile driver is operating, it would be the predominant noise source, and it would determine the maximum noise levels in the project vicinity. Noise levels decrease with increasing distance from the source. Under normal conditions when sound propagation is unhindered by intervening terrain or structures, noise decreases approximately 6 dB with each doubling of the distance. This means that at a distance of approximately 100 feet from the pile driver location, the peak noise level would be approximately 108.4 dBA; at 200 feet, it would be 102.4 dBA; and so on. At a distance of 6,400 feet or about 1.2 miles, the peak noise level would be reduced to approximately 73 dB. To consider potential noise impacts, three residential areas, two schools, and a park located in National City were identified for assessment. These sensitive receptors reflect representative sensitive land uses in the immediate vicinity of the project site and are shown in Table 12. Other sensitive receptors in the vicinity include Mariner Park, Balboa Elementary School, and the Naval Station San Diego Historic District; however, these receptors are located farther from the project site. Based on noise attenuation from distance alone, intermittent, exterior noise levels noise associated with impact pile driver use would be approximately 78 dB Leq at the nearest sensitive receptor. Additionally, with the intervening structures located between and blocking the line-of-sight between the project site and the nearest sensitive receptor, noise levels would be further reduced by between 5 and 10 dB (USDOT and FTA 2006). Therefore, construction noise would result in intermittent noise levels above 65 dB. However, given the intermittent and short-term temporary nature of the impact pile-driving activity noise levels, no sensitive receptors would experience ambient outdoor noise levels greater than 65 dB Day Night Average Sound Level (DNL) (that is, over a 24-hour period). Further, construction activities would not exceed the maximum allowable noise limit of 80 dBA for heavy industry land use in areas west of Interstate 5, per National City Municipal Code Section 12.06.040). Therefore, construction noise-related impacts would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan noise ordinance, or applicable standards of other agencies and construction noise-related impacts would be less than significant.

Table 12. Noise Levels at Representative Receptor Points in National City

Sensitive Receptor	Distance		Construction Related Noise (dB)
	Miles	Kilometers	
Residential (W 20th St & Wilson)	0.8	1.3	75.86
Residential (W 17th St & Wilson)	0.8	1.3	75.86
Residential (W Plaza Blvd & Hoover Ave)	1.2	1.9	72.34
National City Middle School	1.4.	2.2	71
Kimball School	0.9	1.4	74.84
Kimball Park	1.2	1.9	72.34

Note: Distances are approximate

Operations

Less Than Significant: Operationally, noise-generating activities include those associated with vessel repair and maintenance activities, and to a lesser extent dry docking evolutions. Noise associated with these activities would be consistent with the ambient noise environment of an industrial waterfront area. Noise generated at the project site would be consistent with that produced from various similar ship support services along the waterfront. Therefore, operational noise-related impacts would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies and construction noise-related impacts would be less than significant.

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: The Austal USA facility and project site is surrounded by Navy and Port owned property that support industrial uses such as ship berthing, warehouses, boat storage, parking lots, a fuel tank farm, a truck stop, and railroads. These adjacent Navy and Port land uses would not be considered noise or vibration sensitive land uses. Construction activities associated with mooring dolphins, wharf construction and emplacement would require the use of specialized overwater construction equipment such as floating cranes, barges, tugboats, and hydraulic vibrators and/or diesel-powered impact hammers. Pile installation associated with the mooring dolphin pier installation and wharf construction has the potential to result in ground-borne vibration and noise. Pile installation would generally occur on weekdays during daylight hours Pile installation along

the waterfront is a typical activity that has previously occurred within the project area. Installation of piles would be completed over two weeks and no substantial excessive ground-borne vibration or ground-borne noise is anticipated with pile installations. FDD emplacement involves several hours to float the FDD into place and securing it to the mooring dolphins. FDD emplacement has no potential to result in excessive ground-borne noise or vibration. There for construction would not generate excessive ground-borne vibration or noise and impacts would be less than significant.

Operations

Less than Significant Impact: Operation of the FDD would occur on the water and would not cause ground-borne vibration. Operational noise levels of the FDD would be consistent with the ambient noise levels associated with the surrounding industrial uses. Therefore, the operation of the FDD and wharf would result in less than significant impacts.

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

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The proposed project site is within the airspace protection boundary and the airport influence area of NAS North Island as mapped in the ALUCP (San Diego County Regional Airport Authority 2020) However, the proposed project location is situated well outside the 65-dBA CNEL contours associated with the naval air station. Therefore, construction or operation of the proposed project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

XIV. POPULATION AND HOUSING

Environmental Setting

The project site consists of waters of the San Diego Bay and adjacent upland areas of the Austal USA facility. The project site is surrounded by Navy and Port owned property that support uses such as ship berthing, warehouses, boat storage, parking lots, a fuel tank farm, a truck stop, and railroads. Land use within the project area is identified for Navy Ship Berthing and adjacent land area as 24th Street Corridor for marine-related, specialized berthing, and terminal berthing. Current and future uses include military ship berthing and industrial production for shipyard or other marine industrial use (National City 2011 and Port of San Diego 2023).

Determination Discussion

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction/Operations

Less than Significant Impact: The proposed project does not involve the provision of new housing and would not extend or expand new roads or major infrastructure. Construction of the project would require up to 20 construction workers each day for approximately 8 weeks to complete the wharf construction, mooring dolphin pier installation, and dry dock emplacement. The number of construction workers would decrease over time as activities are completed. Once fully operational, the proposed project would require up to 130 new workers to be onsite during vessel availabilities (that is, when a vessel is in the FDD) and on-site employment would return to the current level of approximately 115 workers between vessel availabilities. It is anticipated that construction workers and FDD employees would be from the local area. FDD workers would be required only during vessel availabilities and would not be full time positions. The total number of new FDD employees is considered negligible on both a local and regional scale and would not cause population growth in the area. Therefore, project impacts related to direct or indirect unplanned population growth due to construction (20 construction workers for approximately 8 weeks) and operation (130 FDD employees during vessel availabilities) would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: Construction and operation of the proposed project would occur in area developed for military and marine-related industrial and ship berthing uses. There are no residential units within the project site or at the adjacent areas. Construction and operation of the proposed project would not have any potential to displace people or housing, nor would it necessitate the construction of any replacement housing. Therefore, no impacts on housing would occur.

XV. PUBLIC SERVICES

Environmental Setting

The project site is located in the City of National City in an area along San Diego Bay that is developed for port-related and military uses.

The National City Police Department employs 92 officers and 43 professional staff members. The closest police station in the vicinity of the project is located at 1200 National City Boulevard. (National City 2011).

The National City Fire Department serves an area of approximately nine (9) square miles and 63,000 residents, while also protecting the Lower Sweetwater Fire Protection District, the Port, and NBSD. The National City Fire Department contracts with a private ambulance provider, to provide emergency medical services to the project area. The Fire Department provides a paramedic on both Engine 34 and Engine 31, in addition to paramedics provided by emergency medical services. The project site is within the service area of National City Fire Department Station 34, located at 343 East 16th Street, which is approximately 1.5 miles away.

The San Diego Harbor Police Department (HPD) includes 140 sworn officers providing law enforcement, marine firefighting, and emergency response services within the Port's planning districts, including Planning District 5 National City Bayfront. The HPD jurisdiction includes the San Diego Bay, San Diego International Airport, and the tidelands within the five neighboring cities: Chula Vista, Coronado, Imperial Beach, National City, and San Diego.

National City's public schools are administered by the National School District, Sweetwater High School District, and Chula Vista Elementary School District. Kimball Elementary School is the only school within 1-mile of the project site, which is located to the east-northeast at 302 West 18th Street in National City.

Two public parks are located within 1-mile of the project site: Pepper Park: at 3299 Tidelands Ave in National City, approximately 0.8 mile south of the project site is operated by the Port, and Paradise Creek Park at Coolidge Ave. and W. 19th, approximately 0.8 mile east-northeast of the project site is operated by the City of National City.

Determination Discussion

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

Fire protection?
Police protection?
Schools?

Parks?
Other public facilities?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Fire Protection

Construction/Operations

Less than Significant Impact: Construction workers (up to 20 workers per day for approximately 8 weeks) and FDD employees (approximately 130 new workers during vessel availability) would be locally sourced. Construction and operation of the proposed project would result in a negligible increase in local population growth and would not contribute to permanent population growth that could negatively affect service ratios for fire protection services. As discussed in Section XVII. Transportation, vehicle trips on surrounding roadways associated with construction worker and employee commutes and deliveries during operation would not contribute to substantial congestion on surrounding roadways when compared to daily Port-related traffic. Additionally, operation of the FDD would occur within a developed industrial port area and would be consistent with ongoing activities and adjacent uses. The FDD would also be equipped with its own self-contained saltwater fire suppression system which meets Navy and local fire requirements. Construction and operation of the proposed project is not anticipated to adversely affect performance objectives or response times. The project would not require construction or physical alterations to fire protection facilities or new or expanded governmental facilities. Therefore, impacts would be less than significant.

Police Protection

Construction/Operations

Less Than Significant Impact: Construction workers (up to 20 workers per day for approximately 8 weeks) and FDD employees (approximately 130 new workers during vessel availability) would be locally sourced. Construction and operation of the proposed project would result in a negligible increase in local population growth and would not contribute to permanent population growth that could negatively affect service ratios for police protection services. As discussed in Section XVII. Transportation, vehicle trips on surrounding roadways associated with construction worker and employee commutes and deliveries during operation would not contribute to substantial congestion on surrounding roadways when compared to daily Port-related traffic. Additionally, operation of the FDD would occur within a developed industrial port area and would be consistent with ongoing activities and adjacent uses. Construction and operation of the proposed would not affect response times for police protection services or require the provision of new or physically altered police protection facilities. Therefore, impacts would be less than significant.

Schools

Construction/Operations

No Impact: Construction and operation of the proposed project would result in a negligible increase in local population growth and would not contribute to permanent population growth.. Additionally, operation of the FDD would occur within a developed industrial port area and would be consistent with ongoing activities and adjacent uses. Therefore, there is no potential for the project to increase the demand for schools or require the provision of new or physically altered school facilities and no impact would occur.

Parks

Construction/Operations

No Impact: Construction workers (up to 20 workers per day for approximately 8 weeks) and FDD employees (approximately 130 new workers during vessel availability) would be locally sourced. Construction and operation of the proposed project would result in a negligible increase in local population growth and would not contribute to permanent population growth that could affect the use of existing parks and other regional recreational facilities. Additionally, operation of the FDD would occur within a developed industrial port area and would be consistent with ongoing activities and adjacent uses. Therefore, there is no potential for the project to increase the demand for neighborhood or regional parks or require the provision for new or physically altered park facilities and no impact would occur.

Other Public Facilities

Construction/Operations

No Impact: Construction and operation of the proposed project would result in a negligible increase in local population growth and would not contribute to permanent population growth that could affect the demand for existing public facilities. Additionally, the proposed project would not encroach onto any public facility property and would not require the provision of new or physically altered public facilities. Therefore, no impact would occur.

XVI. RECREATION

Environmental Setting

The proposed project site is a developed industrial area that does not contain recreational use areas and is not accessible to the public for recreation due to safety concerns. Public access, including coastal recreation, is restricted because the project site is within a federal defense installation and within the secure Austal USA facility. Public parks and recreational facilities within 1-mile of the project site include the following:

- Pepper Park: This park is located at 3299 Tidelands Ave in National City, approximately 0.8 miles south of the project site. It is operated by the Port and

includes bike racks, boat launch, fishing piers, picnic tables, play equipment, public art, restrooms.

- Sweetwater Marsh National Wildlife Refuge: The marsh is located both north and south of the Sweetwater Channel. Areas north of the channel and nearest the project site are located 0.5 miles southeast of the project site adjacent to the I-5 freeway.
- Paradise Creek Park located on the east side of I-5 at Coolidge Ave. and W. 19th, approximately 0.8 mile east-northeast of the project site. It is operated by the City of National City and includes walking paths, educational and interpretive signage, trees, native vegetation, bioretention areas for storm water treatment, community garden.

Determination Discussion

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

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: Construction workers (up to 20 workers per day for approximately 8 weeks) and FDD employees (approximately 130 new workers during vessel availability) would be locally sourced. Construction and operation of the proposed project would result in a negligible increase in local population growth and would not contribute to permanent population growth that could affect the demand for or use of existing parks and other recreational facilities. Additionally, operation of the FDD would occur within a developed industrial port area and would be consistent with ongoing activities and adjacent uses. There is no potential for the construction or operation of the project to increase the use of existing neighborhood and regional parks or other recreational facilities such that it would result in substantial physical deterioration or acceleration of deterioration. Therefore, no impacts would occur.

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

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The project does not include construction or expansion of recreational facilities. Given the industrial nature of the proposed project and restricted public access

to the project site and vicinity for recreation, there is no potential for any effect to recreational facilities during construction or operation. Therefore, no impacts would occur.

XVII. TRANSPORTATION

Environmental Setting

Access to the project site is provided via the surrounding roadway network which includes primarily I-5, Tidelands Ave or Cleveland Ave.to Bay Marina Drive. The Austal USA facility is located at 1313 Bay Marina Dr. in National City. San Diego Association of Governments (SANDAG) transportation forecast information for average daily traffic shows 2,800 vehicles per average weekday along Bay Marina Drive in 2016 for the closest available segment between Tidelands Ave and Harrison Ave (SANDAG 2024a).

The 24th Street Transit Center is located approximately 0.65 mile north of the Austal USA Facility at 506 West 22nd Street and Wilson Ave. The 24th Street Transit Center includes the 24th Street Station for the San Diego Trolly Blue line, as well as Metropolitan Transit System bus services for routes 13, 961, and 967. SANDAG's Bike Map shows along Tidelands Avenue there is a proposed class I bike path and existing class II bike path. Along Bay Marina Drive west of the I-5 there is a class II bike path between Cleveland Ave and I-5, and a Class 3 bike path along 24th Street east of I-5 (SANDAG 2024b). Sidewalks exist on along both sides of Bay Marina Drive west of I-5 up to Tidelands Ave. West of Tidelands Ave a sidewalk is along the North side of Bay Marina Dr. There are no existing or proposed Pedestrian paths west of I-5 (National City 2011).

Determination Discussion

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less Than Significant Impact: Construction activities associated with mooring dolphins, wharf construction and emplacement would require the use of specialized overwater construction equipment such as floating cranes, barges, tugboats, and hydraulic vibrators and/or diesel-powered impact hammers. Landside construction traffic would include construction work commutes and construction equipment/material deliveries that do not arrive via barge on the waterside. Construction related traffic would arrive via the Austal USA Yard Entrance off of Bay Marina Dr. and parking would be within the Austal USA facility. The estimated 20 construction workers would likely commute via personal vehicle during peak-hour traffic periods (that is, typically between the hours of 7:00 a.m. and 9:00 a.m. as well as 4:00 p.m. and 6:00 p.m. Delivery of construction materials and equipment

by truck to landside areas adjacent to the project site and staged on paved surfaces for use during wharf construction, mooring dolphin installation and dry dock emplacement activities. Construction equipment/material delivery would occur at various times throughout the day and could include piles, concrete or other items required for construction of the proposed project. Construction related trips are considered negligible and would total less than 1% of existing ADT on Bay Marina Drive. Additionally, construction related trips would be temporary, lasting for a period of approximately 8 weeks and decrease over time as construction activities are completed and the number of workers and deliveries required decrease. Construction of the proposed project is located within the San Diego Bay. Adjacent areas are located within landside area of the Austal USA facility. Construction of the proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts are less than significant.

Operations

Less Than Significant Impact: The Circulation Element of the City's General Plan (National City 2011) outlines policies organized in the following categories related to different transportation system elements: Land Use and Circulation Linkages, Mobility Framework, Regional Circulation Planning, Transportation Demand Management, Vehicular Parking, Goods Movement, Public Transit, Pedestrian Circulation, and Bikeways. These categories cover the full range of transportation modes, including transit, roadway, bicycle, and pedestrian facilities.

No physical modifications to the existing transportation network are proposed by the project. Therefore, there would not be any changes to the transportation system that would conflict with the General Plan.

The General Plan addresses the Level of Service (LOS) criteria for intersections and roadway sections under Policy C-2.3. However, per Senate Bill 743 and subsequent CEQA Guidelines (§ 15064.3, subdivision (b)), traffic operations, as measured by LOS, should not be considered as a determination of significance.

There are no other applicable transportation-related programs, plans, ordinances, or policies at the local, regional, state, or federal level. Based on this assessment, the project would generally be consistent with programs, plans, ordinances, and policies. Impacts would be less than significant.

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

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant Impact: As previously discussed above, over the 2-month duration of construction, approximately 20 construction workers would access the construction site each day. Additionally, delivery of construction equipment and materials would occur. Both

commute and delivery trips decrease over time as the activities are completed. Project construction activities would be temporary and intermittent in nature lasting for approximately 8 weeks; and thus, would not result in long-term increases in vehicular trips. Additionally, the vehicle miles traveled (VMT) associated with these trips are not newly generated; instead, construction VMT is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. Proposed construction activities are not expected to significantly increase VMT and construction of the project would not be in conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts are less than significant.

Operations

Less than Significant Impact: Senate Bill 743, which was codified in Public Resources Code Section 21099, required the Governor's Office of Planning and Research (OPR) to establish new CEQA Guidelines "for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses." The new criteria were required to move away from vehicle delay and LOS and move toward more multimodal concepts "that may include, but are not limited to, VMT, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

In 2018, Section 15064.3 was added to the CEQA Guidelines to reflect the provisions of Senate Bill 743. The section addresses both land use and transportation projects, and broadly describes the methodology, including the potential for qualitative analysis, used to assess VMT. Agencies are given "broad discretion" to select the methodology for analysis or even apply a qualitative approach. The OPR prepared a Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). The guidance addresses a variety of projects, with the recognition that the approach for evaluating impacts is necessarily project-specific.

Automobile VMT is the preferred CEQA transportation metric per the CEQA Guidelines and the elimination of auto delay/LOS for CEQA purposes statewide. National City does not currently have published VMT analysis guidelines. However, OPR's Technical Advisory indicates that research on land use projects has shown that automobile VMT/capita at the project level should be 15% below those of existing development for "retail and other uses." There is no guidance specific to industrial uses, and particularly marine facilities.

OPR provides two potential metrics to consider for land use development projects when determining if a project has a significant transportation-related impact:

- Resident VMT/Capita: Includes all vehicle-based person trips grouped and summed to the home location of individuals who are drivers or passengers on each trip. This assessment includes both home-based and non-home-based trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at the VMT per resident.

- Employee VMT/Capita: Includes all vehicle-based person trips grouped and summed to the work location of individuals on the trip. This assessment includes all trips, not just work-related trips. The VMT for each work location is then summed for all work locations in a particular census tract and then divided by the total number of employees of that census tract to arrive at the VMT per employee.

Given the industrial use for the proposed site, an assessment based on employee VMT/capita is the appropriate metric. Per SANDAG's San Diego Region SB743 Maps, the daily average regional employee VMT/capita in the base year is 18.9 miles/person and would be reduced to 14.3 miles/person in 2050 (SANDAG 2024a).

The San Diego Region SB743 Maps shows the employee VMT per capita for area around the project site to be 15.1 miles/person for the base year and would be reduced to 9.4 miles/person in 2050. With these data, the employee VMT per capita are at least 15% below the average regional VMT/capita in the base year and 2050. Given the project's proposed land use would be similar to the existing land use in the surrounding area, the surrounding area base year and 2050 employee VMT per capita is representative of the VMT the project would generate. Therefore, the project would have a less than significant impact on VMT.

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

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ Less than Significant Impact
☒ No Impact

Construction/Operations

No Impact: Construction and operation of the project would not result in any changes to geometric design features associated with National City or Port roadways and would not modify access to or within the Austal USA facility or NBSD. Proposed project activities would be consistent with the surrounding water/waterfront port areas developed for military and marine-related industrial and ship berthing uses. The proposed project would not substantially increase hazards due to geometric design features or incompatible uses. No impacts would occur.

d) Result in inadequate emergency access?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ Less than Significant Impact
☐ No Impact

Construction/Operations

Less Than Significant Impact: Emergency access is provided via the existing street system and the San Diego Bay if there was an in-water emergency. The Proposed project does not include or require changes to the National City or Port Road system and does not require any road closures during construction. In-water work would be entirely located

within the proposed project area. Construction and operation of the proposed project would result in only negligible increase in local population and would not contribute to permanent population growth. Vehicle trips on surrounding roadways associated with construction workers and Austal USA employee commutes, as well as deliveries during construction and operation would be undiscernible and would not contribute to substantial congestion on surrounding roadways when compared to daily port-related traffic within the vicinity of the project site and on adjacent roadways. As previously discussed under public services, construction and operation of the proposed project is not anticipated to adversely affect emergency service performance objectives or response times. Construction and operation of the project would not result in inadequate emergency access. Impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

Environmental Setting

Effective July 1, 2015, the California Public Resources Code was amended to enact AB 52 to ensure meaningful consultation with California Native American Tribes traditionally and culturally affiliated with the geographic area of a project on potential impacts associated with tribal cultural resources (TCRs) (OPR 2022). TCRs are one of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (1) included or determined to be eligible for inclusion in the CRHR or (2) included in a local register of historical resources.
2. A resource determined by the lead agency (in its discretion and supported by substantial evidence) to be significant. This includes resources considered significant to a California Native American tribe (such as cultural landscapes, unique and non-unique archaeological resources, and historic resources).
3. Embodies the distinctive characteristics of a type, period, or region or method of construction, or represents the work of an important creative individual or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. AB 52 also specifies mitigation measures that may be considered to avoid or minimize impacts on TCRs. A project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

The proposed project site is located entirely within the waters of the San Diego Bay. Areas within the project site were previously dredged to -38 feet mean lower low water. As discussed under V. Cultural Resources, review of historic maps showed the upland areas within the Austal facility as Pacific Ocean until 1953. The shoreline was radically changed around this time and expanded up to 1/4 mile within areas adjacent to the project site. All

project activities are located within the San Diego Bay or adjacent upland expanded shoreline, located more than 1,000 feet west of the mean High Tideline on lands created for industrial use. None of the areas within the Austal facility contains intact native soils.

Determination Discussion

Would the project:

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

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

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The project site does not support any listed or eligible resources as defined by Public Resources Code Section 5020.1(k). As previously noted in Section V, Cultural Resources, no known cultural resources are in the project area. The project site is not listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). No impact would occur.

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

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction/Operations

Less Than Significant. AB 52 (Public Resources Code Section 21074) requires consideration of impacts on TCRs as part of the CEQA process. AB 52 broadly defines a resource category of TCRs and establishes a process for meaningful consultation that includes the following:

- Prescribed notification and response timelines
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures
- Documentation of all consultation efforts to support CEQA findings

In accordance with AB 52, SDAPCD, as the lead agency responsible for CEQA compliance for the project, will notify all tribal contacts identified by the NAHC as traditionally or culturally affiliated with the geographic area of the project.

The project site is within an area that has always been under water and neither construction or operation has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code §21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Impacts would be less than significant and SDAPCD will initiate tribal coordination pursuant to Assembly Bill 52 (AB 52) for the project during development of the environmental impact report to provide the opportunity for tribes to request a consultation regarding potential impacts on TCRs associated with the project site.

XIX. UTILITIES AND SERVICE SYSTEMS

Environmental Setting

Water

Water service is provided to the Austal facility by SWA, which is a member agency of the San Diego County Water Authority. SWA's water system provides water service to a population of approximately 191,000 people within the western and central portions of Chula Vista, all of National City, and the unincorporated community of Bonita within San Diego County. SWA's service area covers 32 square miles and provides service to approximately 190,000 people (National City 2011).

Wastewater

Wastewater treatment service is provided to the Austal facility by the National City wastewater division. Wastewater collected within the city, including the project site, is treated by the City of San Diego at the Point Loma Wastewater Treatment Plant (PLWTP). The PLWTP treats approximately 175 million gallons per day (mgd) of wastewater generated in a 450-square-mile area by more than 2.2 million residents. Located on a 40-acre site on the bluffs of Point Loma, the plant has a treatment capacity of 240 mgd. Treated effluent is discharged to the ocean through a 4.5-mile-long ocean outfall off Point Loma. The City wastewater division maintains approximately 97 miles of sanitary sewer main, which consists mostly of six and eight inch lines and four pump stations (National City 2011)

Stormwater

The project site is within the Pueblo Watershed, San Diego County's smallest and most densely populated hydrologic unit. This hydrologic unit encompasses San Diego Bay and approximately 60 square miles of predominantly urbanized land that drains into San Diego Bay. In addition to San Diego Bay waters, the main hydrologic feature of the watershed closest to the project site is Sweetwater Channel, located south of the project site. A stormwater drainage system, managed by the City Storm Water Division, currently exists on the Austal facility. Existing on-site drainage facilities consist of several underground City and Port District storm drain systems. The City's municipal separate storm sewer system consists of 19 miles of catch basins, inlets, pipes of varying materials, natural creeks and streams, natural channels, concrete channels, and culverts (National City 2011).

Electricity and Natural Gas

San Diego Gas & Electric provides electricity and natural gas services to the Austal facility. SDG&E is the primary public utility in the region. SDG&E, operated by Sempra Energy, is an investor-owner public utility, which provides energy service to 3.3 million consumers through 1.3 million electric meters and more than 800,000 natural gas meters in San Diego and southern Orange counties. SDG&E's service area spans 4,100 square miles. The utility delivers both natural gas and electricity throughout National City (National City 2011)

Solid Waste

Solid waste generated at the Austal facility is collected by the City's franchised waste hauler (EDCO Waste and Recycling Services) and transported to a local landfill. The approved waste hauler is allowed to dispose of municipal solid waste at any of the landfills in San Diego County. San Diego County has four active landfills. The Otay Landfill is closest to the project site and therefore would be the least expensive in terms of transportation costs, it is anticipated that a majority of project-generated solid waste would be disposed of there. However, project-generated solid waste could also be disposed of at Miramar Landfill, Sycamore Canyon Landfill, and/or Borrego Landfill. Solid waste collection would be rerouted to any of these landfills once Otay Landfill is closed.

The following statutes and regulations related to solid waste are applicable to local jurisdictions and solid waste collectors:

- AB 939 (1989) California Integrated Waste Management Act: Requires all California cities, counties, and approved regional solid waste management agencies to divert 25% of their solid waste by 1995 and 50% by 2000. AB 939 established the California Integrated Waste Management Board, which later became CalRecycle.
- AB 341 (2012) Mandatory Recycling: Increases California's waste diversion goal from 50% to 75% by 2020. AB 341 also includes mandatory commercial recycling to reduce GHG emissions. All commercial businesses that generate more than four cubic yards or more of solid waste per week are required to have a recycling program in place
- AB 1594 (2014) Green Material Disposal: Effective January 1, 2020, jurisdictions can no longer count green material used as alternative daily cover at landfills

toward their recycling goals. Jurisdictions are required to develop plans to divert green material from landfills.

- Senate Bill (SB) 1383 (2016) Short-Lived Climate Pollutants – Organic Waste Methane Emissions Reductions: Requires a 50% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction by 2025. SB 1383 also requires at least 20% of currently disposed edible food be recovered for human consumption by 2025. Jurisdictions, haulers, and generators are required to implement programs to comply with the law by January 1, 2022.
- National City municipal code Section 9.52 Mandatory Commercial and Residential Recycling Program provides recycling requirements for City-serviced multi-family residences, privately serviced businesses, commercial/institutional facilities, apartments, condominiums and permitted special events.
- National City municipal code Section 15.80 Construction and Demolition debris requires construction, demolition, and remodeling projects needing building, combination (that is, permits for structural modifications to existing structures), and demolition permits pay a refundable deposit and divert at least 75% of inert debris and 50% of remaining construction and demolition debris.

Determination Discussion

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

No Impact: The construction activities associated with wharf construction, mooring dolphin pier installation and dry dock emplacement are all located over the water in San Diego Bay. Construction of the proposed project does not include any relocation or improvements to existing or construction of new water, wastewater treatment or stormwater drainage, electric power, natural gas or telecommunications facilities. No impacts would occur.

Operations

Less than Significant Impact: The project would be connected to existing utilities on the landside Austal USA facility. SDG&E provides electric power to the Austal USA facility from existing electrical services. Water for domestic and fire suppression would be provided by the Port. The FDD would be connected to the adjacent landside water line by overwater hoses running beneath the pedestrian bridge from the existing 6-inch water

main located at the National City Marine Terminal. Sanitary wastewater treatment would be provided by National City. The FDD would be connected to the adjacent landside sewer line by overwater hoses located beneath one of the pedestrian bridges. Black- and gray-water sewage generated by the FDD restroom and from flushing the vessel while in the FDD would be collected and stored on board and pumped to the land-side municipal wastewater treatment system. Any non-oily rainwater that collects in the FDD and deck wash-down water would be collected and discharged to the sewer system. Any oily wastewater generated from project operations would be handled as waste. The FDD would tie into the existing telecommunications lines on the Austal USA facility. No natural gas connection is proposed. Operations would use water, wastewater, power, and telecommunication utilities at typical vessel repair and maintenance operation levels but would not require relocation or construction of new or expanded utility facilities. The proposed project would result in less than significant impacts related to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities.

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

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less than Significant: The construction activities associated with wharf construction, mooring dolphin pier installation, and dry dock emplacement are all located over the water in San Diego Bay. Minor amounts of water (up to approximately 60 gallons per truck) may be required if on-site concrete washout is necessary (CICA 2024). Construction of the project would also involve delivery of construction materials by truck to adjacent landside areas to be staged on paved surfaces. No trenching, grading, excavation, or other upland construction activities with potential to result in disturbed soil or other dust generating activities are anticipated and would not require water for dust control. Other than parking, material delivery, and staging, no other landside construction activities are anticipated. Current water supply to the Austal USA facility provided by the SWA would be sufficient for construction of the proposed project and impacts on water supplies available to serve the project during construction would be less than significant.

Operations

Less than Significant Impact: It is anticipated that operation of the FDD would require approximately 5,000 gallons of potable water annually. The Austal USA facility receives water from the SWA via the Port. The SWA is included in the San Diego County Water Authority service area. According to the 2020 San Diego Urban Water Management Plan, the San Diego County Water Authority potable water supply is sufficient for expected demand through 2045 through normal, dry, and multiple dry years (SDCWA 2021). Because the proposed project does not meet the threshold of a “project” as defined in

Section 10912 of the State Water Code, as amended by SB 610, and is not subject to State requirements to prepare a water supply assessment. Therefore, there would be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and impacts are anticipated to be less than significant.

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

☐ Potentially Significant Impact ☒ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction

Less than Significant: The construction activities associated with wharf construction, mooring dolphin pier installation and dry dock emplacement are all located over the water in San Diego Bay. It is anticipated that up to 20 construction workers a day would be onsite. It is anticipated that commercial waste hauler would provide portable construction bathroom facilities or workers would utilize bathroom facilities at the Austal facility. Any non-oily rainwater that might accumulate in the FDD during emplacement activities or deck wash-down water utilized during construction would also be discharged to the sanitary sewer system through the existing sewer line at the Austal USA facility. Construction discharges are anticipated to be minimal and well below the design capacity. Due to the minimal wastewater quantity anticipated during construction, the existing wastewater treatment facilities would have adequate capacity to adequately serve construction needs of the proposed project. Discharge of wastewater associated with construction personnel or activities would have a less than significant impact on the capacity available from the wastewater treatment provider.

Operations

Less than Significant: Sanitary wastewater treatment would be provided by the City of National City. The FDD would be connected to the adjacent landside sewer line by overwater hoses located beneath one of the pedestrian bridges. Black- and gray-water sewage generated by the FDD restroom and from flushing the vessel while in the FDD would be collected and stored on board and pumped to the land-side municipal wastewater treatment system. Any non-oily rainwater that collects in the FDD and deck wash-down water would be collected and discharged to the sewer system. Any oily wastewater generated from project operations would be handled as waste.

Sewer flows resulting from operations of the project are anticipated to remain within the design capacity of the existing sewer line at the Austal USA landside facility. This local sewer line discharges to an 8-inch and 10-inch gravity main along Bay Marina Drive, which eventually discharges to the PLWTP. This plant treats approximately 175 million gallons of wastewater per day generated by more than 2.2 million residents and has a treatment capacity of 240 million gallons per day (National City 2011). Due to the relatively low

quantity of wastewater resulting from vessel repair and maintenance operations, the existing wastewater treatment facilities would have adequate capacity to serve the project wastewater. The proposed project would have a less than significant impact on the capacity available from the wastewater treatment provider.

d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction

Less Than Significant Impact: The project would result in typical construction related non-hazardous trash and debris and, as applicable, would be recycled. Remaining non-hazardous construction trash and debris would be handled through Austal USA's current trash hauler, EDCO, and disposed of at Otay or other permitted landfills in San Diego County, California. Project construction is not anticipated to generate hazardous waste. However, if generated, RCRA and non-RCRA hazardous waste would be removed by permitted waste haulers under Austal USA EPA ID #. All hazardous waste would be transported under a waste manifest to an authorized hazardous waste TSDF. No changes in operational generation of solid waste are anticipated. Operational solid waste generation would continue to comply with applicable statutes and regulations defined in Section 4.19.2(e) below, including AB 939 and AB 341 to support statewide goals of diverting solid waste from landfills. It is anticipated that local recycling facilities and landfills have adequate capacity to accommodate the solid waste that would be temporarily generated from construction activities. The solid waste volume generated by construction of the proposed project would be minimal compared to daily total volumes processed at the recycling facilities and landfills in the area. Waste materials generated during construction would be disposed of in accordance with federal, State, and local regulations related to recycling, which would minimize the amount of construction waste material entering local landfills.

Operations

Less than Significant Impact: Waste materials that could be generated during general ship repair and maintenance operations would be typical of shipyard operations and would include spent sandblast and paint debris, as well as various lubricants and cleaning solvents. Project operations would occasionally require the use of hazardous chemicals (such as oil lubricants, paint, and cleaning solvents), and use of a chemical storage locker located onsite. Work-process-related trash and debris, including hazardous waste, would be controlled and transported to licensed TSDF for proper fuel blending or proper disposal. Used oil and oily wastewater generated by project operations would be collected, stored in landside tanks, and sent to a licensed TDSF for fuel blending or recycling.

Non-recyclable solid waste collected in National City is sent to the Otay Landfill, located at 1700 Maxwell Road in Chula Vista, approximately 10 miles south of National City. Recyclable materials are processed at one of three Material Recovery Facilities operated by EDCO (MRFs) in Southern California (National City 2011). Otay Landfill has a maximum capacity of 61,154,000 cubic yards. As of May 2016, the facility had a remaining capacity of approximately 21,194,008 cubic yards and was expected to be in operation until February 2028 (CalRecycle 2019).

The solid waste volume generated by project operations would be minimal compared to daily total volumes processed at the recycling facilities and landfills in the area. Waste materials generated during operation would be disposed of in accordance with federal, State, and local regulations related to recycling, which would minimize the amount of waste material entering local landfills. Therefore, operation of the project would have a less than significant impact on capacity of local waste infrastructure and would not impair the attainment of solid waste reduction goals.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

☐ Potentially Significant Impact
☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ No Impact

Construction/Operations

Less Than Significant Impact: The project would not conflict or cause a local jurisdiction or service provider to conflict with any federal, state, or local solid waste regulations, including AB 939 (California Integrated Waste Management Act), AB 341 (Mandatory Recycling), AB 1594 (Green Material Disposal), or SB 1383 (Short-Lived Climate Pollutants: Organic). Moreover, waste generated from construction activities would be required to comply with the City Recycling Construction and Demolition Debris Ordinance. Construction and operation of the project would require compliance with solid waste reduction statutes. The project would incorporate source reduction techniques, and recycling measures would minimize the amount of waste that would need to be disposed of at local landfills during construction and operation. Any solid waste generated during construction and operation would be collected, sorted, transported, and disposed of at appropriate facilities, consistent with applicable federal, State, and local regulations. Hazardous wastes would be collected, sorted, transported, and disposed of at authorized hazardous waste facilities consistent with applicable federal, State, and local regulations and would not be comingled with general construction wastes. Waste would be generated by project construction and operations; however, the volume of waste would result in less than significant impacts on federal, state, and local management and reduction statutes and regulations.

XX. WILDFIRE

Environmental Setting

The project site is located within the existing Austal USA facility, in an area developed for military and marine-related industrial and ship berthing uses and is surrounded by relatively flat paved surfaces adjacent to the San Diego Bay. The project area is located over water and on paved surfaces directly adjacent to the San Diego Bay. The proposed project is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (CAL FIRE 2009, 2023). The National City General Plan identifies the project site as an area of moderate fire hazard (National City 2011). The nearest State responsibility area classified as a very high fire hazard severity zone is located approximately 6.5 miles east near the Sweetwater Reservoir. The nearest local responsibility area classified as a recommended very high fire severity zone is approximately 3.8 miles east-northeast along Paradise Valley Road between Munda Road and Paradise Hills Park (CAL FIRE 2009, 2023).

Determination Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (CAL FIRE 2009, 2023).

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

☐ Potentially Significant Impact
☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated
☒ No Impact

Construction/Operations

No Impact: The project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (CAL FIRE 2009, 2023).

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

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (CAL FIRE 2009, 2023).

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated ☒ No Impact

Construction/Operations

No Impact: The project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (CAL FIRE 2009, 2023).

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

☐ Potentially Significant Impact ☒ Less than Significant Impact
☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Less Than Significant Impact: As previously discussed in Sections IV. Biological Resources, V. Cultural Resources, IX. Hazards and Hazardous Materials, and X. Hydrology and Water Quality, it is anticipated that compliance with applicable federal, State, and local regulations, BMPs and avoidance and minimization measures would reduce or avoid project construction and operational impacts. The proposed project site is situated at a developed urban industrial use area that contains limited biological and

historical resources. The construction and operation of the proposed project would not degrade the quality of the environment by reducing habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. This Initial Study analyzed construction and operational impacts of the proposed project on biological, cultural, and TCRs and determined that they would be less than significant.

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

☒ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Potentially Significant Impact: A cumulative impact could occur if the proposed project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. For all resource areas during construction and all resource areas during operation, except for air quality emissions, it is anticipated that compliance with applicable federal, State, and local regulations, BMPs and avoidance and minimization measures would reduce potential cumulatively considerable effects and impacts would be less than significant.

AS discussed in III. Air Quality, daily operational emissions would substantially exceed SDAPCD daily construction emission thresholds and would contribute to significant unmitigated increases in VOCs within the district and could result in a significant contribution to overall degradation of Air Quality within the basin when considered with past, present, or reasonably foreseeable future projects. Cumulative air quality impacts from project operations emissions of criteria air pollutants and TACs would be potentially significant.

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

☒ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less than Significant with Mitigation Incorporated ☐ No Impact

Construction/Operations

Potentially Significant Impact: It is anticipated that compliance with applicable federal, State, and local regulations would result in less than significant impacts and neither construction or operation would result in substantial adverse impacts on human beings for all environmental topics addressed in this Initial, except for air quality. As described in this Initial Study, the potential for adverse direct or indirect impacts on human beings was considered and determined that impacts on air quality both from project operations emissions of criteria air pollutants and TACs could cause adverse effects on human beings; therefore, operational Air Quality impacts would be potentially significant.

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Appendix A
Air Emission Calculations

Austal USA

San Diego Floating Dry Dock
Annual Emissions Summary
June 2024

Hourly Emissions Summary

Emission Process	Hourly Emissions (lbs/hour)								
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O
Tug/Assist Boat Operation	0.3	4.9	0.9	0.01	0.1	0.1	660	0.03	0.01
Worker Commute	0.23	1.12	7.5	0.024	0.14	0.05	2,411	0.04	0.07
Welding	--	--	--	--	0.11	0.11	--	--	--
Blasting Operations	--	--	--	--	2.5	2.5	--	--	--
Marine Coating and Solvent Application Operations	4.6	--	--	--	0.2	0.2	--	--	--
Adhesive Application Operations	0.01	--	--	--	--	--	--	--	--
FDD PERP Equipment [a]	0.00	0.0	0.0	0.000	0.0	0.0	0.0	0.00	0.00
Facility-Wide PERP Equipment	1.22	23.1	25.9	0.681	2.6	2.6	2,300	0.09	0.02
FDD Stationary Diesel Emergency Generator	0.24	7.1	3.0	0.01	0.1	0.1	940.6	0.04	0.01
Total Hourly Emissions	**6.6**	**36.3**	**37.4**	**0.7**	**5.8**	**5.7**	**6,312**	**0.19**	**0.10**
Total Stationary Source Hourly Emissions	**4.9**	**7.1**	**3.0**	**0.0**	**3.0**	**3.0**	**941**	**0.04**	**0.01**
Max Hourly Emissions [b]	**6.3**	**31.3**	**36.5**	**0.7**	**5.7**	**5.6**			
SDAPCD Trigger Levels [c]	--	**25**	**100**	**25**	--	--	--	--	--
Max Hourly Emissions Exceed Trigger Level	--	**YES**	**NO**	**NO**	--	--	--	--	--
Total Stationary Source Emissions Exceed Trigger Level?	--	**NO**	**NO**	**NO**	--	--	--	--	--

[a] Austal FDD PERP would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric powered. Therefore, no emissions are assumed for FDD PERP equipment.

[b] Vessel transit and maintenance activities would not occur concurrently. Therefore max hourly emissions are calculated as the max between vessel transit operations and maintenance related operations

[c] SDAPCD trigger levels developed from County of San Diego's *Guidelines for Determining Significance and Report Format Content Requirements* , 2007.

Daily Emissions Summary

Emission Process	Daily Emissions (lbs/day)								
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O
Tug/Assist Boat Operation	0.3	5	0.9	0.01	0.1	0.1	660	0.03	0.01
Worker Commute	0.23	1.12	7.5	0.024	0.14	0.05	2,411	0.04	0.07
Welding	--	--	--	--	0.12	0.12	--	--	--
Blasting Operations	--	--	--	--	20	20	--	--	--
Marine Coating and Solvent Application Operations	74.0	--	--	--	3.0	3.0	--	--	--
Adhesive Application Operations	0.1	--	--	--	--	--	--	--	--
FDD PERP Equipment [a]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00
Facility-Wide PERP Equipment	1.2	23.1	25.9	0.7	2.6	2.6	2,300	0.09	0.02
FDD Stationary Diesel Emergency Generator	0.6	18	7.6	0.03	0.3	0.3	2,351	0.10	0.02
Total Daily Emissions	**76.4**	**46.9**	**41.9**	**0.7**	**26.5**	**26.4**	**7,723**	**0.25**	**0.11**
Total Stationary Source Daily Emissions	**74.7**	**17.8**	**7.6**	**0.0**	**23.6**	**23.6**	**2,351**	**0.10**	**0.02**
Max Daily Emissions [b]	**76.1**	**42.0**	**41.1**	**0.7**	**26.4**	**26.3**			
SDAPCD Trigger Levels [c]	**75**	**250**	**550**	**250**	**100**	**55**	--	--	--
Max Daily Emissions Exceed Trigger Level	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**	--	--	--
Total Stationary Source Emissions Exceed Trigger Level?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	--	--	--

[a] Austal FDD PERP would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric powered. Therefore, no emissions are assumed for FDD PERP equipment.

[b] Vessel transit and maintenance activities would not occur concurrently. Therefore max daily emissions are calculated as the max between vessel transit operations and maintenance related operations.

[c] SDAPCD trigger levels developed from County of San Diego's *Guidelines for Determining Significance and Report Format Content Requirements* , 2007.

Annual Emissions Summary

Emission Process	Annual Emissions (tons/year)						Annual Emissions (metric tons/year)			
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Tug/Assist Boat Operation	0.002	0.03	0.01	0.00004	0.001	0.001	3.54	0.00	0.00	3.55
Worker Commute	0.03	0.15	0.98	0.003	0.02	0.01	280	0.00	0.01	282.37
Welding	--	--	--	--	0.02	0.02	--	--	--	--
Blasting Operations	--	--	--	--	1.26	1.26	--	--	--	--
Marine Coating and Solvent Application Operations	9.25	--	--	--	0.38	0.38	--	--	--	--
Adhesive Application Operations	0.002	--	--	--	--	--	--	--	--	--
FDD PERP Equipment [a]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facility-Wide PERP Equipment	0.14	2.60	2.92	0.08	0.29	0.29	230	0.00	0.00	230.53
FDD Stationary Diesel Emergency Generator	0.05	1.42	0.61	0.00	0.02	0.02	84	0.00	0.00	84.27
Total Annual Emissions	**9.5**	**4.2**	**4.5**	**0.08**	**2.0**	**2.0**	**598**	**0.01**	**0.01**	**600.72**
Total Stationary Source Annual Emissions	**9.3**	**1.4**	**0.6**	**0.00**	**1.7**	**1.7**	**84**	**0.00**	**0.00**	**84.27**
SDAPCD Trigger Levels [b]	**13.7**	**40**	**100**	**40**	**15**	**10**	**--**	**--**	**--**	**--**
Total Emissions Exceed Trigger Level	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**--**	**--**	**--**	**--**
Total Stationary Source Emissions Exceed Trigger Level?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**--**	**--**	**--**	**--**

[a] Austal FDD PERP would be electric-powered. Any portable equipment supplied by contracts would be requested to be electric powered. Therefore, no emissions are assumed for FDD PERP equipment.

[b] SDAPCD trigger levels developed from County of San Diego's *Guidelines for Determining Significance and Report Format Content Requirements* , 2007.

General Conformity Threshold Comparison

Emission Process	Annual Emissions (tons/year)						Annual Emissions (metric tons/year)		
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O
Project Emissions within 3nm of San Diego, California [a, b]	**9.5**	**4.2**	**4.5**	**0.1**	**2.0**	**2.0**	**598**	**0.0**	**0.0**
General Conformity Threshold	**25**	**25**	**100**	**100**	**100**	**100**	**--**	**--**	**--**
Exceeds General Conformity Threshold	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[a] General Conformity thresholds are compared to the scope of emissions within 3nm of San Diego, California. This analysis conservatively includes the emissions from which would be permitted with the San Diego Air Pollution Control District.

[b] Subtotals may not add up due to rounding

nm = nautical mile

VOC = volatile organic compound(s)

NOx = oxides of nitrogen

CO = carbon monoxide

SO_2 = sulfur dioxide

PM_{10} = Particulate matter less than 10 micrometers in diameter

$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter

CO_2 = carbon dioxide

CH_4 = methane

N_2O = nitrous oxide

PERP = Portable Equipment Registration Program

Greenhouse Gas Global Warming Potentials (GWPs)

CO_2	1
CH_4	25
N_2O	298

Source: https://ww2.arb.ca.gov/ghg-gwps

Austal USA

Adhesive Usage Emission Calculations
Annual Emissions Summary
June 2024

Solvent Usage

Adhesive Type	Annual Usage (Gallons) [a]	Annual Usage (liters)	Average Adhesive VOC Content (grams/liter)
Miscellaneous Adhesives [b]	15	57	25

[a] Annual usage of adhesives estimated based upon similar Austal USA operated drydock operations.
[b] For purposes of emission estimates, emissions are calculated based upon Sikaflex-291 as the primary adhesive usage.

grams/liter = gram(s) per liter

VOC = volatile organic compound(s)

Liters per Gallon 3.785

Adhesive Emissions

Adhesive Type	Annual VOC Emissions (tons/year) [a]
Miscellaneous Adhesives	0.002
Total Emissions	**0.002**

[a] Emissions assume 100% volatilization of VOC content to atmosphere

tons/year = ton(s) per year

grams per pound 453.6

Austal USA

Marine Coating and Solvent Usage Emission Calculations
Annual Emissions Summary
June 2024

Marine Coating and Solvent Criteria Pollutant Emissions [a]

Coating Type	VOC Emissions	PM_{10} Emissions	$PM_{2.5}$ Emissions [b]
Hourly Emissions (lbs/hr)			
Miscellaneous coatings and solvents applied by hand, brush, roller, and spray application	4.6	0.2	0.2
Total Emissions	**4.6**	**0.2**	**0.2**
Max. Daily Emissions (lbs/day)			
Miscellaneous coatings and solvents applied by hand, brush, roller, and spray application	74	3	3
Total Emissions	**74**	**3**	**3**
Annual Emissions (tons/year)			
Miscellaneous coatings and solvents applied by hand, brush, roller, and spray application	9.25	0.38	0.38
Total Emissions	**9.25**	**0.38**	**0.38**

[a] Emissions information obtained from air permit application submitted to SDAPCD March 2024. Annual emissions were calculated based on maximum daily emissions with an operation of 5 days per week and 50 weeks per year. Hourly emissions were estimated based on the maximum daily emissions divided by an operation schedule of 16 hours per day (two shifts).

[b] $PM_{2.5}$ emissions assumed equal to PM_{10} emissions.
VOC = volatile organic compound(s)
PM_{10} = Particulate matter less than 10 micrometers in diameter
$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter
lbs/hr = pound(s) per hour
lbs/day = pound(s) per day
tons/year = ton(s) per year
grams per pound 453.6

Marine Coating and Solvent Toxic Air Contaminant Emissions [a]

TAC	CAS Number	lbs/hour	lbs/day	lbs/year	tons/year
Crystalline Silica - Quartz	14808-60-7	0.01	0.12	0.684	0.00
Ethylbenzene	100-41-4	0.94	15.08	109.8	0.05
HDI Homopolymer	28182-81-2	0.58	9.22	68.6	0.03
Hexamethylene Diisocyanate	822-06-0	0.00	0.03	0.1996	0.00
Methyl Ethyl Ketone	78-93-3	0.25	4.00	15.882	0.01
p-Chloro-a,a,a-trifluorotoluene	98-56-6	3.56	57.10	502	0.25
t-Butyl Acetate	540-88-5	0.34	5.38	75.2	0.04
Xylene	1330-20-7	12.27	196.20	2432	1.22
1-Methoxy 2-Propanol	107-98-2	0.17	2.78	55.6	0.03
Cobalt 2-Ethylhexanoate	136-52-7	0.00	0.01	0.0234	0.00
Copper Oxide (Cupric Oxide)	1317-38-0	0.02	0.28	3.61	0.00
Copper Oxide (Cuprous Oxide)	1317-39-1	0.21	3.32	47.3	0.02
Crystalline Silica, respirable powder	14808-60-7	0.00	0.04	0.6723	0.00
Ethyl Benzene	100-41-4	1.55	24.80	370.8	0.19
Fatty acids, C9-13-neo-, cobalt salts	68955-83-9	0.01	0.19	0.776	0.00
p-Chlorobenzotrifluoride	98-56-6	2.24	35.80	143	0.07
Toluene	108-88-3	0.02	0.35	4.64	0.00

[a] Emissions information obtained from air permit application submitted to SDAPCD Dated March 2024.

Austal USA

San Diego Floating Dry Dock
Welding Emission Calculations
June 2024

Blasting Material Usage

Blasting Material	Annual Usage (Tons) [a]	Vacuum Device and Baghouse Control
Copper Slag (Shrouded)	796	Yes
Copper Slag (Not Shrouded)	0	No
Garnet (Shrouded)	1,000	Yes
Garnet (Not Shrouded)	0	No
Steel Shot (Shrouded)	88	Yes
Steel Shot (Not Shrouded)	0	No

[a] Annual usage of blasting materials estimated based upon similar Austal USA operated drydock operations.

Blasting Emission Factors

Blasting Material	PM_{10} (lbs/ton blast material)	$PM_{2.5}$ (lbs/ton blast material)	Source
Copper Slag (Shrouded)	1.5	1.5	SDAPCD default emission factor A02 - Abrasive Blasting, Copper Slag, assumed control efficiency of 85% from shrouding with a baghouse.
Copper Slag (Not Shrouded)	10	10	SDAPCD default emission factor A02 - Abrasive Blasting, Copper Slag, Uncontrolled.
Garnet (Shrouded)	1.2	1.2	SDAPCD default emission factor A03 - Abrasive Blasting, Garnet, assumed control efficiency of 85% from shrouding with a baghouse.
Garnet (Not Shrouded)	8	8	SDAPCD default emission factor A03 - Abrasive Blasting, Garnet, Uncontrolled.
Steel Shot (Shrouded)	1.5	1.5	SDAPCD default emission factor A08 - Abrasive Blasting, Steel Shot, assumed control efficiency of 85% from shrouding with a baghouse.
Steel Shot (Not Shrouded)	10	10	SDAPCD default emission factor A08 - Abrasive Blasting, Steel Shot, Uncontrolled.

Shrouded capture and control efficiency of 85% obtained from South Coast Air Quality Management District *Guidelines for Reporting Abrasive Blasting Operations Emissions* (December 2014) for indoor blasting.

PM_{10} = Particulate matter less than 10 micrometers in diameter

$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter

lbs/ton = pound(s) per ton of blast material

Blasting Emissions

Blasting Material	PM_{10} Emissions (tons/year)	$PM_{2.5}$ Emissions (tons/year)
Copper Slag (Shrouded)	0.60	0.60
Copper Slag (Not Shrouded)	0.00	0.00
Garnet (Shrouded)	0.60	0.60
Garnet (Not Shrouded)	0.00	0.00
Steel Shot (Shrouded)	0.07	0.07
Steel Shot (Not Shrouded)	0.00	0.00
Total Emissions	**1.26**	**1.26**

tons/year = ton(s) per year

Austal USA
Worker Onroad Emission Calculations
Annual Emissions Summary
June 2024

Worker Commute Data

Trip Type	One Way Trip Length (miles) [a]	Number of New Employees/Trips	Work Days Per Week	Work Weeks Per Year	Vehicle Type
Local San Diego Worker	11.8	130	5	52	50% gasoline light duty cars, 50% light duty trucks (type 1 and 2)
Local Haul Truck	7.63	2	5	52	T7 Public Class 8, diesel

[a] Trip length based upon CalEEMOD Version 2022.1.1 Default Data for San Diego Air Pollution Control District residential trip length for home to work for local San Diego Workers and Work-Other nonresidential trip length for Local Haul Trucks

Worker Commute Emission Factors [a]

Trip Type	Emission Factors (lbs/VMT)								
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O
Local San Diego Worker	7.21E-05	1.94E-04	2.45E-03	7.36E-06	4.02E-05	1.48E-05	7.45E-01	1.17E-05	1.61E-05
Local Haul Truck	2.93E-04	1.70E-02	8.50E-04	3.93E-05	4.28E-04	2.03E-04	4.15E+00	1.19E-05	6.55E-04

[a] Equipment emission factors were obtained from EFMAC 2021 for San Diego Air Pollution Control District defaults and aggregated speed and vehicle age. Emission factors assume 50% LDA, 25 LDT1, and 25% LDT2 vehicle types.

lbs/VMT = pound(s) per vehicle mile traveled

VOC = volatile organic compound(s)

NOx = oxides of nitrogen

CO = carbon monoxide

SO_2 = sulfur dioxide

PM_{10} = Particulate matter less than 10 micrometers in diameter

$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter

CO_2 = carbon dioxide

CH_4 = methane

N_2O = nitrous oxide

Worker Commute Emissions

Trip Type	Annual Emissions (tons/year)								
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O
Local San Diego Worker	2.88E-02	7.76E-02	9.76E-01	2.94E-03	1.60E-02	5.91E-03	2.97E+02	4.68E-03	6.41E-03
Local Haul Truck	1.16E-03	6.76E-02	3.37E-03	1.56E-04	1.70E-03	8.05E-04	1.65E+01	4.74E-05	2.60E-03
Total Emissions	**2.99E-02**	**1.45E-01**	**9.79E-01**	**3.09E-03**	**1.77E-02**	**6.72E-03**	**3.13E+02**	**4.72E-03**	**9.00E-03**

tons/year = ton(s) per year

grams per pound 453.6

Austal USA
San Diego Floating Dry Dock
Maritime Vessel Emission Calculations
June 2024

Tugboat A: 1,000 Horsepower Tug Vessel Data

Tug Operation Type	Occurrences Per Year [a]	Propulsion Engine Size (hp) [a]	Auxiliary Engine Size (hp) [b]	Hours of Operation Per Occurrence	Propulsion Engine Load Adjustment Factor [c]	Auxiliary Engine Load Adjustment Factor [c]	Propulsion Engine Load Activity Factor [d]	Auxiliary Engine Load Activity Factor [d]	Propulsion Engine Low Load Adjustment Factor [e]	Auxiliary Engine Low Load Adjustment Factor [e]	Propulsion Engine BSFC (g/kWh)	Auxiliary Engine BSFC (g/kWh)
Incoming Vessel Docking from Naval Base San Diego	4	1,000	306	1	0.33	0.37	1.0	1.0	N/A	N/A	305	227
Outgoing Vessel Release to Naval Base San Diego	4	1,000	306	1	0.33	0.37	1.0	1.0	N/A	N/A	305	227

[a] Data developed by estimates based upon estimated vessel size and planned dry dock operations.
[b] Data obtained from Port of Long Beach 2021 Air Emission Inventory Table 3.4 for ATB Tug average auxiliary engine.
[c] Data obtained from California Air Resources Board Port Emissions Inventory Guidance Appendix H for Tugboat push/tow.
[d] Activity factor assumed to be 1.0 in lack of site specific data.
[e] Low load adjustment factors not applicable as the propulsion engine will be greater than 20% load and the adjustment factor is not applicable to auxiliary engines
hp = horsepower
g/kWh = gram(s) per kilowatt-hour

Tugboat B: 1,000 Horsepower Tug Vessel Data

Tug Operation Type	Occurrences Per Year [a]	Propulsion Engine Size (hp) [a]	Auxiliary Engine Size (hp) [b]	Hours of Operation Per Occurrence	Propulsion Engine Load Adjustment Factor [c]	Auxiliary Engine Load Adjustment Factor [c]	Propulsion Engine Load Activity Factor [d]	Auxiliary Engine Load Activity Factor [d]	Propulsion Engine Low Load Adjustment Factor [e]	Auxiliary Engine Low Load Adjustment Factor [e]	Propulsion Engine BSFC (g/kWh)	Auxiliary Engine BSFC (g/kWh)
Incoming Vessel Docking from Naval Base San Diego	4	1,000	306	1	0.33	0.37	1.0	1.0	N/A	N/A	305	227
Outgoing Vessel Release to Naval Base San Diego	4	1,000	306	1	0.33	0.37	1.0	1.0	N/A	N/A	305	227

[a] Data developed by estimates based upon estimated vessel size and planned dry dock operations.
[b] Data obtained from Port of Long Beach 2021 Air Emission Inventory Table 3.4 for ATB Tug average auxiliary engine.
[c] Data obtained from California Air Resources Board Port Emissions Inventory Guidance Appendix H for Tugboat push/tow.
[d] Activity factor assumed to be 1.0 in lack of site specific data.
[e] Low load adjustment factors not applicable as the propulsion engine will be greater than 20% load and the adjustment factor is not applicable to auxiliary engines
hp = horsepower
g/kWh = gram(s) per kilowatt-hour

Maritime Vessel Emission Factors

Vessel and Engine Type	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4 [b]	N_2O [b]
1,000 Horsepower Tugboat A									
Main Engine (g/kWh) [a]	0.295615	5.08	0.918732	0.006	0.148049	0.143608	679.47	0.028	0.006
Auxiliary Engine (g/kWh) [a]	0.295615	5.08	0.918732	0.006	0.148049	0.143608	679.47	0.028	0.006
1,000 Horsepower Tugboat B									
Main Engine (g/kWh) [a]	0.295615	5.08	0.918732	0.006	0.148049	0.143608	679.47	0.028	0.006
Auxiliary Engine (g/kWh) [a]	0.295615	5.08	0.918732	0.006	0.148049	0.143608	679.47	0.028	0.006

[a] Data obtained from California Air Resources Board Port Emissions Inventory Guidance Appendix H for Tier 2 CHC engines greater than 800 hp.
[b] Emission factors estimated based upon emissions ratio of CH4 and N2O for diesel fuel compared to CO2 emissions in 40 CFR Part 98.
lbs/gal = pound(s) per gallon
g/kWh = gram(s) per kilowatt-hour

Maritime Vessel Emissions (tons/year)

Vessel and Engine Type	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O
Between 0 nm and 3 nm of San Diego, California									
1,000 Horsepower Tugboat A									
Main Engine	6.41E-04	1.10E-02	1.99E-03	1.36E-05	3.21E-04	3.12E-04	1.47E+00	5.98E-05	1.20E-05
Auxiliary Engine	2.20E-04	3.78E-03	6.84E-04	4.65E-06	1.10E-04	1.07E-04	5.06E-01	2.05E-05	4.10E-06
1,000 Horsepower Tugboat B									
Main Engine	6.41E-04	1.10E-02	1.99E-03	1.36E-05	3.21E-04	3.12E-04	1.47E+00	5.98E-05	1.20E-05
Auxiliary Engine	2.20E-04	3.78E-03	6.84E-04	4.65E-06	1.10E-04	1.07E-04	5.06E-01	2.05E-05	4.10E-06
Subtotal Maritime Emissions between 0 nm and 3 nm of San Diego, California	**0.00**	**0.0**	**0.01**	**0.0**	**0.00**	**0.00**	**4**	**0.00**	**0.00**

tons/year = ton(s) per year
nm = nautical-mile(s)
VOC = volatile organic compound(s)
NOx = oxides of nitrogen
CO = carbon monoxide
SO_2 = sulfur dioxide
PM_{10} = Particulate matter less than 10 micrometers in diameter
$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter
CO_2 = carbon dioxide
CH_4 = methane
N_2O = nitrous oxide

Data Conversion

pounds per gallon of heavy fuel oil	8.42
grams per pound	453.6
pounds per kilogram	2.2
gallons per tonne of heavy fuel oil	261.8

Austal USA

Floating Dry Dock (FDD) Emergency Generator Emission Calculations
Annual Emissions Summary
June 2024

FDD Diesel Emergency Generator Criteria Pollutant and Greenhouse Gas Emissions

Generator Size (kW)	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2 [b]	CH_4 [b]	N_2O [b]
Hourly Emissions (lbs/hour) [a,c]									
597kW Diesel Generator (1 unit)	**0.24**	**7.11**	**3.03**	**0.01**	**0.12**	**0.12**	**940.56**	**0.04**	**0.01**
Total Emissions	**0.24**	**7.11**	**3.03**	**0.01**	**0.12**	**0.12**	**940.56**	**0.04**	**0.01**
Daily Emissions (lbs/day) [a,d]									
597kW Diesel Generator (2 units)	**0.6**	**17.8**	**7.6**	**0.025**	**0.3**	**0.3**	**2351.4**	**0.1**	**0.0**
Total Emissions	**0.6**	**17.8**	**7.6**	**0.025**	**0.3**	**0.3**	**2351.4**	**0.1**	**0.0**
Annual Emissions (tons/year) [a]									
597kW Diesel Generator (2 units)	5.00E-02	1.42E+00	6.10E-01	<0.00	2.00E-02	2.00E-02	9.41E+01	3.82E-03	7.63E-04
Total Emissions	**5.00E-02**	**1.42E+00**	**6.10E-01**	**0.00E+00**	**2.00E-02**	**2.00E-02**	**9.41E+01**	**3.82E-03**	**7.63E-04**

[a] Criteria pollutant emissions information obtained from air permit application submitted to SDAPCD Dated July 2023 (revised).

[b] GHG emissions were estimated based upon the following data:

Engine Fuel Consumption (gal/hr):	41.8
Diesel Fuel Heat Content (MMBtu/gal):	0.138
Engine Heat Input (MMBtu/hr):	5.768
40 CFR Part 98 CO2 Emission Factor (kg/MMBtu):	73.96
40 CFR Part 98 CH4 Emission Factor (kg/MMBtu):	0.003
40 CFR Part 98 N2O Emission Factor (kg/MMBtu):	0.0006
Pounds per kilogram	2.205

[c] Hourly emissions assume only one unit will operate at any given time.

[d] Daily emissions conservatively assume a maximum of 2.5 hours of operation per day cumulatively between the two engines.

lbs/hr = pound(s) per hour

lbs/day = pound(s) per day

tons/year = ton(s) per year

kg/MMBtu = kilogram(s) per million British thermal units

VOC = volatile organic compound(s)

NOx = oxides of nitrogen

CO = carbon monoxide

SO_2 = sulfur dioxide

PM_{10} = Particulate matter less than 10 micrometers in diameter

$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter

CO_2 = carbon dioxide

CH_4 = methane

N_2O = nitrous oxide

FDD Diesel Emergency Generator Toxic Air Contaminant Emissions

TAC	EF, lb/1,000 gal of fuel burned	Max Hourly Emissions, both engines (lbs/hour)	Max Daily Emissions, both Engines (lbs/day)	Max Annual Emissions, both engines (lbs/year)	Max Annual Emissions, both engines (tons/year)
1,3-BUTADIENE	2.17E-01	1.81E-02	2.90E-01	3.63E+00	1.81E-03
ACETALDEHYDE	7.83E-01	6.55E-02	1.05E+00	1.31E+01	6.55E-03
ACROLEIN	3.39E-02	2.83E-03	4.53E-02	5.67E-01	2.83E-04
ARSENIC	1.60E-03	1.34E-04	2.14E-03	2.68E-02	1.34E-05
BENZENE	1.86E-01	1.55E-02	2.49E-01	3.11E+00	1.55E-03
CADMIUM	1.50E-03	1.25E-04	2.01E-03	2.51E-02	1.25E-05
CHLOROBENZENE	2.00E-04	1.67E-05	2.68E-04	3.34E-03	1.67E-06
CHROMIUM HEXAVALENT	1.00E-04	8.36E-06	1.34E-04	1.67E-03	8.36E-07
CHROMIUM NONHEXAVALENT	5.00E-04	4.18E-05	6.69E-04	8.36E-03	4.18E-06
COPPER	4.10E-03	3.43E-04	5.48E-03	6.86E-02	3.43E-05
DIESEL PARTICULATE	2.83E+00	2.40E-01	3.79E+00	4.74E+01	2.37E-02
ETHYL BENZENE	1.09E-02	9.11E-04	1.46E-02	1.82E-01	9.11E-05
FORMALDEHYDE	1.73E+00	1.45E-01	2.31E+00	2.89E+01	1.45E-02
HEXANE	2.69E-02	2.25E-03	3.60E-02	4.50E-01	2.25E-04
HYDROGEN CHLORIDE	1.86E-01	1.55E-02	2.49E-01	3.11E+00	1.55E-03
LEAD	8.30E-03	6.94E-04	1.11E-02	1.39E-01	6.94E-05
MANGANESE	3.10E-03	2.59E-04	4.15E-03	5.18E-02	2.59E-05
MERCURY	2.00E-03	1.67E-04	2.68E-03	3.34E-02	1.67E-05
NAPHTHALENE	1.97E-02	1.65E-03	2.64E-02	3.29E-01	1.65E-04
NICKEL	3.90E-03	3.26E-04	5.22E-03	6.52E-02	3.26E-05
PAH'S UNSPECIFIED	3.62E-02	3.03E-03	4.84E-02	6.05E-01	3.03E-04
PROPYLENE	4.67E-01	3.90E-02	6.25E-01	7.81E+00	3.90E-03
SELENIUM	2.20E-03	1.84E-04	2.94E-03	3.68E-02	1.84E-05
TOLUENE	1.05E-01	8.78E-03	1.40E-01	1.76E+00	8.78E-04
XYLENES	4.24E-02	3.54E-03	5.67E-02	7.09E-01	3.54E-04
ZINC	2.24E-02	1.87E-03	3.00E-02	3.75E-01	1.87E-04

Austal USA

Emergency Portaple Equipment Registration Program (PERP) Emission Calculations
Annual Emissions Summary
June 2024

	Hourly Operation	Annual Operation
Maximum Horsepower (hp-hr)	2,000	9,000
Maximum Kilowatts (kW-hr)	1,471	6,619
Fuel Consumption (gal/hour)	102	--

Annual Operation: 50 hours/year
Fuel Flow Rate: 0.051 gal/hp-hr

Note: Operation information obtained from air permit application submitted to SDAPCD Dated June 2023. Annual operation for maintenance and testing maximum.

hp-hr = horsepower-hour

kWh = kilowatt-hour

gal/hour = gallon(s) per hour

gal/hp-hr = gallon(s) per horsepower-hour

Emergency PERP Equipment Criteria Pollutant Emissions

Pollutant	Emission Factor (g/kWh) [a]	Hourly Emissions (lbs/hour) [b]	Daily Emissions (lbs/day)	Annual Emissions (tons/year)
VOC	0.38	1.22	1.22	0.14
NOx	7.13	23.11	23.11	2.60
CO	8.00	25.94	25.94	2.92
SO_2	0.21	0.68	0.68	0.08
PM_{10}	0.80	2.59	2.59	0.29
$PM_{2.5}$	0.80	2.59	2.59	0.29

[a] Criteria pollutant emissions information obtained from air permit application submitted to SDAPCD Dated June 2023. Assume Tier 2 standards for most conservative estimate. Used maximum values (kilowatt <8) to obtain the most conservative emission profile.

[b] Hourly emissions assume only one unit will operate at any given time.

PERP = Portable Equipment Registration Program

g/kWh = gram(s) per kilowatt-hour

lbs/hr = pound(s) per hour

lbs/day = pound(s) per day

tons/year = ton(s) per year

Kilograms per pound 453.592

VOC = volatile organic compound(s)

NOx = oxides of nitrogen

CO = carbon monoxide

SO_2 = sulfur dioxide

PM_{10} = Particulate matter less than 10 micrometers in diameter

$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter

Emergency PERP Equipment Toxic Air Contaminant and Greenhouse Gas Emissions

TAC	EF, lb/1,000 gal of fuel burned [a]	Hourly Emissions (lbs/hour)	Daily Emissions (lbs/day)	Annual Emissions (tons/year)
1,3-BUTADIENE	2.17E-01	2.22E-02	2.22E-02	2.49E-03
ACETALDEHYDE	7.83E-01	8.00E-02	8.00E-02	9.00E-03
ACROLEIN	3.39E-02	3.46E-03	3.46E-03	3.90E-04
ARSENIC	1.60E-03	1.64E-04	1.64E-04	1.84E-05
BENZENE	1.86E-01	1.90E-02	1.90E-02	2.14E-03
BERYLLIUM	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CADMIUM	1.50E-03	1.53E-04	1.53E-04	1.72E-05
CARBON DIOXIDE	2.25E+04	2.30E+03	2.30E+03	2.58E+02
CHLOROBENZENE	2.00E-04	2.04E-05	2.04E-05	2.30E-06
CHROMIUM HEXAVALENT	1.00E-04	1.02E-05	1.02E-05	1.15E-06
CHROMIUM NONHEXAVALENT	5.00E-04	5.11E-05	5.11E-05	5.75E-06
COPPER	4.10E-03	4.19E-04	4.19E-04	4.71E-05
DIESEL PARTICULATE [b]	8.00E-01	2.59E+00	2.59E+00	2.92E-01
ETHYL BENZENE	1.09E-02	1.11E-03	1.11E-03	1.25E-04
FORMALDEHYDE	1.73E+00	1.77E-01	1.77E-01	1.99E-02
HEXANE	2.69E-02	2.75E-03	2.75E-03	3.09E-04
HYDROGEN CHLORIDE	1.86E-01	1.90E-02	1.90E-02	2.14E-03
HYDROGEN SULFIDE	0.00E+00	0.00E+00	0.00E+00	0.00E+00
LEAD	8.30E-03	8.48E-04	8.48E-04	9.54E-05
MANGANESE	3.10E-03	3.17E-04	3.17E-04	3.56E-05
MERCURY	2.00E-03	2.04E-04	2.04E-04	2.30E-05
METHANE [c]	9.13E-01	9.33E-02	9.33E-02	2.33E-03
NAPHTHALENE	1.97E-02	2.01E-03	2.01E-03	2.26E-04
NICKEL	3.90E-03	3.99E-04	3.99E-04	4.48E-05
NITROUS OXIDE [c]	1.83E-01	1.87E-02	1.87E-02	4.66E-04
PAH'S UNSPECIFIED	3.62E-02	3.70E-03	3.70E-03	4.16E-04
PROPYLENE	4.67E-01	4.77E-02	4.77E-02	5.37E-03
SELENIUM	2.20E-03	2.25E-04	2.25E-04	2.53E-05
TOLUENE	1.05E-01	1.07E-02	1.07E-02	1.21E-03
XYLENES	4.24E-02	4.33E-03	4.33E-03	4.87E-04
ZINC	2.24E-02	2.29E-03	2.29E-03	2.58E-04

[a] Assume a diesel fired engine <= 600 BHP uncontrolled emission factors for the TAC emission profile for the most conservative estimate. From SDAPCD E15-Portable Engine, Diesel Fired, 50-600 BHP, Uncontrolled.

[b] Diesel Particulate emission factor in grams per kilowatt-hr (g/kW-hr).

[c] Emission factors estimated based upon emissions ratio of CH_4 and N_2O for diesel fuel compared to CO_2 emissions in 40 CFR Part 98.

Austal USA

San Diego Floating Dry Dock
Welding Emission Calculations
June 2024

Welding Criteria Pollutant Emissions [a]

Welding Source	PM_{10} Emissions (lbs/hr)	$PM_{2.5}$ Emissions (lbs/hr) [b]	PM_{10} Emissions (lbs/day)	$PM_{2.5}$ Emissions (lbs/day) [b]	PM_{10} Emissions (tons/year)	$PM_{2.5}$ Emissions (tons/year) [b]
All Welding	1.14E-01	1.14E-01	1.23E-01	1.23E-01	1.53E-02	1.53E-02
Total Emissions	**1.14E-01**	**1.14E-01**	**1.23E-01**	**1.23E-01**	**1.53E-02**	**1.53E-02**

[a] Emissions information obtained from air permit application submitted to SDAPCD Dated October 2023.

[b] $PM_{2.5}$ emissions assumed equal to PM_{10} emissions.

tons/year = ton(s) per year

DRSA = Docking Selected Restricted Availability

PM_{10} = Particulate matter less than 10 micrometers in diameter

$PM_{2.5}$ = Particulate matter less than 2.5 micrometers in diameter

Welding Toxic Air Contaminant Emissions [a]

TAC	CAS Number	lbs/hour	lbs/day	lbs/year	tons/year
All Welding					
Chromium, Hexavalent	18540-29-9	5.33E-04	4.26E-05	1.07E-02	5.33E-06
Manganese (Mn)	7439-96-5	5.24E-02	2.41E-02	6.02E+00	3.01E-03
Nickel (Ni)	7440-02-0	4.98E-01	1.26E-01	3.14E+01	1.57E-02
Copper (Cu)	7440-50-8	7.45E-01	6.81E-02	1.70E+01	8.52E-03
Lead (Pb)	7439-92-1	2.19E-04	8.74E-06	2.19E-03	1.09E-06
Vanadium (V)	7440-62-2	4.30E-04	1.38E-03	3.44E-01	1.72E-04
Beryllium (Be)	7440-41-7	5.90E-06	1.48E-07	3.69E-05	1.84E-08

[a] TAC Potential to Emit (PTE) Emissions information obtained from air permit application submitted to SDAPCD Dated October 2023.