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STAFF RECOMMENDATION

ON CONSISTENCY DETERMINATION

Consistency Determination No.	**CD-045-10**
Staff:	MPD-SF
File Date:	9/27/10
60th Day:	11/12/10
75th Day:	11/27/10
Commission Meeting:	10/15/10

FEDERAL AGENCY: **Department of Defense, Missile Defense Agency**

PROJECT LOCATION: Piers N and P, north side of Naval Air Station North Island (NASNI), Coronado, San Diego Co. (Exhibit 1)

PROJECT DESCRIPTION: Maintenance and repair of Sea-based X-Band (SBX) Radar Vessel (Exhibits 2-4)

SUBSTANTIVE FILE DOCUMENTS: See page 14.

Staff Recommendation: Concurrence. Motion is on page 5.

EXECUTIVE SUMMARY

The Missile Defense Agency (MDA) has submitted a consistency determination for the temporary docking of the Sea-based X-Band (SBX) Radar Vessel at the Naval Air Station North Island (NASNI), for a three-month period while maintenance and repair activities are performed on the vessel. The MDA's schedule is to commence the docking prior to March 31, 2011, and it would occur at an existing berth for one of the nuclear aircraft carriers (CVNs) normally stationed at NASNI, but while the CVN was away from port.

The vessel consists of a large spherical antenna sitting atop a large floating platform. The top of the vessel will be 250 ft. above the water line, which makes it appear 36 ft. taller than a CVN. While the length of the SBX would be less than that of a CVN, which is 4 times as long

as the SBX, the SBX will nevertheless be quite noticeable while it is in port, both due to its larger height and the fact that it will appear as a unique object in the viewshed. While the vessel would be clearly visible from nearby public parks and from seaward views from the San Diego downtown shoreline across the bay, because the visual impact would be temporary, because the views of NASNI are highly industrialized, and because the timing would avoid the peak summer season, the project would be consistent with the view protection policy (Section 30251) of the Coastal Act.

The repair and maintenance activities would be similar to those performed at NASNI on Navy ships and include thruster maintenance, painting, welding, blasting, sanding, plasma cutting, inspections, installation of new equipment, removal of broken and obsolete equipment, equipment calibration, washing of equipment and vessel, and purging of systems (i.e., cooling, sewage, water, etc). The MDA would implement Best Management Practices (BMPs) to minimize marine resource and water quality impacts, and the project is consistent with the marine resource and water quality policies (Sections 30231 and 30231) of the Coastal Act.

The project would not generate burdens on public access, and the area is currently off limits due to military security needs. Noise levels would not be significant, and the primary access-related questions concern impacts on views from the bay and nearby public parks, which are addressed above. The project is consistent with the public access and recreation policies (Sections 30210-30212) of the Coastal Act.

To the degree the project requires air district permits, the MDA will require that the contractor apply for and receive any necessary air district (San Diego County APCD) permits, and the project is therefore consistent with the air quality policy (Section 30253(c)) of the Coastal Act.

STAFF SUMMARY AND RECOMMENDATION

I. STAFF SUMMARY:

A. Project Description. The Missile Defense Agency (MDA) proposes the temporary docking of the Sea-based X-Band (SBX) Radar Vessel (Exhibit 2), at Piers N and P on the north side of the Naval Air Station North Island (NASNI) (Exhibit 1). The purpose of docking would be to perform needed maintenance and repairs to the vessel. The docking is scheduled to commence prior to March 31, 2011, and would last no longer than three months.

The SBX Radar Vessel consists of a large spherical antenna sitting atop a floating platform. The platform is a column-stabilized, semi-submersible platform, 272 ft. long, 231 ft. wide and 133 ft. high. The platform has columns resting on two pontoons. It also has four 3.4 megawatt retractible thrusters to propel the vessel and which can also be used to reduce the draft of the vessel by up to 15 ft. Without the thrusters, the draft of the vessel is 50 ft. The radar dome is 103 ft. in diameter. The maximum height above the water line of the entire vessel is 250 ft.

The vessel would be transported to Piers N and P, which are normally used for nuclear aircraft carrier berthing. The repairs would only occur if no carrier is stationed at the piers. No radar tracking activities would occur during the maintenance period.

The MDA states that the inspection, maintenance, and repair activities on the SBX Radar Vessel would be similar to activities performed on all U.S. Navy ships. The activities (listed in the chart below in more detail) include thruster maintenance, painting, welding, blasting, sanding, plasma cutting, inspections, installation of new equipment, removal of broken and obsolete equipment, equipment calibration, washing of equipment and vessel, and purging of systems (i.e., cooling, sewage, water, etc). The activities would occur inside, outside, below the water line of the vessel, or on the adjacent pier.

The MDA is considering three possible sites for the proposed repairs, two in Washington State and the NASNI site. It has not made a final siting decision, a decision which will in part be based on availability of berthing space. The two other Washington State alternatives are Naval Station Everett and Todd Pacific Shipyards. The MDA further states that while SBX maintenance/repairs are conducted every five years, future maintenance may be able to be performed in Pearl Harbor, Hawaii. However, no existing Pearl Harbor site is currently deep enough to accommodate the vessel, and implementation of that alternative would necessitate future dredging and channel deepening.

The MDA provides the following chart listing the maintenance and repair activities:

Standardized Work Category	**Proposed Activity**	**Resultant Sub-Tasks Potentially Affecting the Environment**
Hull/ Structural	**Hull Preservation:** Prepare, prime, and paint all zones, columns, K-bracing, topside weather deck, and underside of the wet deck as determined based on actual conditions. Prepare, prime, and paint pontoon tops with a durable high-profile epoxy slip resistant coating.	• Sanding • Painting • Solvent cleaning **NOTE:** The Contractor shall provide all necessary environmental enclosures as required by the manufacturer of the product being installed and by the shipyard where the product is being installed.
	MDA Welds Inspection: Conduct MDA weld inspection.	• Welding • Painting
	Pontoon Deck Chafing Plates: Install a chafing plate on the forward deck top of each pontoon beneath each tow bridle chain.	• Welding • Painting
	Tow Bridle & Mooring Winch Wires: Remove and replace tow bridle with new bridle. Inspect, clean, replace if required, lubricate, and reinstall mooring in-haul (winch) wires.	N/A

Machinery Propulsion	**Propulsion Thrusters:** Perform in-water inspection of thrusters. Renew lower thruster seals and inspect upper gear boxes. [1][2]	• Underwater Welding
Electrical	**24 Volts, Direct Current Engine Power System:** Modify the 24 Volts, Direct Current system to the Ship's Service Diesel Generator control panels from the two existing, independent, non-redundant power panels to multiple, redundant sources of power per the results of the approved concept study.	• Welding • Painting
Ship's Mission	**Radiate Warning System Improvement:** Improve Radiate Warning System	• Testing of loud speakers

Equipment to be used includes: abrasive blasting units, air compressors, cleaning and stripping units, degreasing units, fenders, generators (portable or standby), pressure washers, pumps, portable lighting, saws, side loaders, travel lift, trucks (dump and fuel), ventilation, weight handling equipment, welders, and work floats.

The activities would be performed between 5:30 a.m. and 10:00 p.m., 6 days/week. No in-water repairs (i.e., divers working on thrusters) would be performed at night. At commencement, electrical power would be supplied by two diesel generators, functioning at 50% capacity. The MDA explains the reason for this (in response to Commission staff questions):

> *Currently the vessel does not have the ability to use U.S. Navy standard connections to connect to shore power while in port and must use its generators. As part of the activities performed during the proposed repair and maintenance work, connection boxes and cables compatible with standard U.S. Navy connections would be installed. This would allow the vessel to connect with shore power electrical services when in port. After the installation of the permanent shore power connection, there would be no further need to run the vessel's generators.*

The lighting system on the vessel is operational 24 hours/day and is operated in accordance with navigational rules, the Occupational Safety and Health Administration (OSHA), and Federal Aviation Administration (FAA) regulations. Four low-wattage lights encircle the perimeter of the radar dome, and red safety-lights sit on the top of the radar dome. Additionally, compact fluorescent lamps are used for safe passage, trainable 500 watt (W) incandescent floodlights are at lifeboat and raft launching stations, 300 W incandescent

[1] The thrusters would be accessed using a Thruster Well Extension, lowered into the water with a small shore side crane and floated from thruster to thruster once underwater [Exhibit 6]. The extension would be secured to the hull bottom, with thruster retracted, with small welded pad eyes, requiring underwater welding. Maintenance and repair would then be performed in a controlled dry environment.

floodlights are at each of the four mooring stations, and a number of conventional 60 W fluorescent lamps are located along inside and outside walkways. The lights are shielded to the maximum degree possible or pointed downward to minimize the attraction of birds.

B. Federal Agency's Consistency Determination. The Missile Defense Agency has determined the project consistent to the maximum extent practicable with the California Coastal Management Program.

II. Staff Recommendation. The staff recommends that the Commission adopt the following motion:

MOTION*:* **I move that the Commission concur with consistency determination CD-045-10 that the project is fully consistent, and thus consistent to the maximum extent practicable, with the enforceable policies of the California Coastal Management Program (CCMP).**

STAFF RECOMMENDATION:

Staff recommends a **YES** vote on the motion. Passage of this motion will result in an agreement with the determination and adoption of the following resolution and findings. An affirmative vote of a majority of the Commissioners present is required to pass the motion.

RESOLUTION TO CONCUR WITH CONSISTENCY DETERMINATION:

The Commission hereby **concurs** with consistency determination CD-045-10 by the Missile Defense Agency on the grounds that the project is fully consistent, and thus consistent to the maximum extent practicable, with the enforceable policies of the CCMP.

III. Findings and Declarations:

The Commission finds and declares as follows:

A. Public Views. Section 30251 of the Coastal Act provides:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The CVN carrier port (Piers N and P) is near public parks in Coronado, and the project will be visible to boaters on San Diego Bay, drivers on the Coronado Bridge, and from nearby public parks in Coronado and across the Bay (Bay View Park, Harbor View Park,

and Centennial Park in Coronado, and Seaport Village and Embarcadero Marina Park in San Diego). The primary visual backdrop for the view from land to NASNI is that of a highly industrialized working Navy base, and typically CVNs dominate the views from these public viewpoints. The top of the SBX vessel would be 250 ft. above the water line, which would make it appear 36 ft. taller than a CVN. Exhibit 3 compares the height of the SBX in comparison with a CVN, and Exhibit 4 provides a visual simulation of views of the SBX from a distance of 3300 ft., representative of a view from a boat on and near the San Diego side of the bay. The length of the SBX would be less than that of a CVN, which is 4 times as long as the SBX; nevertheless the SBX will be quite noticeable both due to its larger height and the fact that it will appear as a unique object in the viewshed.

The MDA states:

> *The proposed mooring site of the SBX Radar Vessel, Pier N or Pier P on the northern portion of NASNI, is visible from two major roadways (Harbor Drive and the Coronado Bridge, skirting and passing over, respectively, the San Diego Bay), a residential area to the east side of the intersection of First Street and Alameda Boulevard (1,380 feet from Pier N and 600 feet from Pier P), and from water areas between NASNI and the Harbor Drive waterfront area. Parks, open space, and recreational areas, as well as commercial and industrial, retail, and services areas dominate the waterfront area (see Figure 1-1). Relevant issues from a scenic and visual standpoint include alteration of topographic features and night visibility of lighting.*
>
> *Topographic alteration can be illustrated by comparing the dimensions of the SBX Radar Vessel to the USS Nimitz, currently moored at NASNI (Figure 3-1). The dome of the radar vessel would extend 36 feet higher than the top of the ship and would also be 22 feet wider at mast. The SBX Radar Vessel is similar in size and character to the other vessels (aircraft carriers, oilers) transiting NASNI, although it differs in shape. Therefore, while consistent with the visual character of the area, it may be perceived as intrusive. A representation of the view of the vessel from a distance of 3,300 feet is provided in the adjacent photograph. To provide a perspective on distance views, this would represent a distance of more than mid-way across the Bay traveling towards the Cruise Ship Terminal (see Figure 1-1), approximately 6,400 feet from the Pier N and Pier P areas. Since vessels (aircraft carriers and related ships) and marine industrial activities have been part of the visual landscape of NASNI for decades, the SBX Radar Vessel would be visually consistent with the aesthetic character of the area. Though the radar dome would represent a visually unique feature in the marine industrial environment, inclusion in the viewshed would be temporary and, thus, not represent a permanent change to the scenic or visual qualities of the area.*
>
> *As noted in Section 2, the low-wattage lighting system would be operational 24 hours per day. External lights would be used on the platform, on the perimeter of the dome, and on top of the dome in the evening or nighttime hours. The lighting system on the*

> *vessel is in accordance with navigational rules, OSHA, and FAA regulations. Given alignment with these regulations, light and glare produced from the external lights are anticipated to have a negligible effect on the scenic or visual qualities of the area. There would be no long-term scenic or visual impacts, as the vessel would only be moored temporarily.*

The MDA concludes:

> *The Proposed Action would represent an alteration to the visual topographic landscape of the area and also introduce a new source of lighting. However, the radar vessel would be consistent with the marine industrial nature of the area and alterations to the viewshed would be temporary, lasting only 3 months. Therefore, the Proposed Action would represent only a temporary intrusion in the visual landscape, and is consistent to the maximum extent practicable with Section 30251 of the CCA.*

The Commission finds that while the overall bulk would be less than that of a CVN, which is four times as long as the SBX, the SBX will likely appear to be noticeable to the viewer, both due to its larger height and the fact that it will appear as a unique object in the viewshed. While the vessel would clearly be visible from nearby public parks in Coronado, and San Diego downtown public areas across the bay, the Commission nevertheless finds that because the visual impact would be temporary, because the views of NASNI are already highly industrialized, because it would only be sited at NASNI if one of the CVNs is absent, and because the timing would avoid the peak summer season, the project would not adversely affect scenic coastal public views, would be consistent with the character of the surrounding area, and would be consistent with Section 30251 of the Coastal Act.

B. <u>Marine Resources/Water Quality</u>. Section 30230 of the Coastal Act provides:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 provides:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion*

> *of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The MDA's consistency determination analyzed marine resource impacts, including potential effects on benthic communities, eelgrass beds, marine mammals, sea turtles, fish, and seabirds. Potential effects could occur from materials expended during maintenance activities, underwater welding, noise, thermal discharges, and fuel spills. To minimize impacts, the MDA would implement Best Management Practices, which are listed in Exhibit 5, and include incorporating practices such as keeping decks clear of debris, cleaning spills and residues, and engaging in spill and pollution prevention practices. According to the MDA, the applicable water quality standards and policies are those contained in the Uniform National Discharge Standards (UNDS) of the Clean Water Act. Both the MDA and the Navy state that the impacts and the BMPs are similar to those applicable to CVNs and other Navy vessels stationed at NASNI. The MDA states:

> ***Marine Vegetation***
>
> *There are no known eelgrass beds within the NASNI water boundary and no effects to any vegetation from the shadow of the vessel are expected. Best Management Practices, as identified in Table 2-2, would be implemented and no adverse effects are anticipated to marine vegetation.*
>
> *Table 2-2 lists standard industry BMPs that would be implemented in conjunction with the SBX Radar Vessel's in-port inspection, maintenance, and repair activities. Best Management Practices are a series of maintenance, housekeeping, and materials management practices that minimize wastes from activities such as paint stripping and surface preparations, painting, non-drydock maintenance, welding, cutting, engine maintenance, and materials handlings. These BMPs are drawn from established management practices from Washington Department of Ecology Pollution Prevention Center, Shipbuilders.org, Naval Station Everett, Todd Pacific Shipyards, NASNI, and Kodiak Boatyard; however, BMPs are not limited to those listed in Table 2-2* [Exhibit 5]. *The contractor or personnel performing the sub-tasks must obtain and follow established BMPs and/or mitigation measures applicable to NASNI.*

Concerning water quality, the MDA states that activities with potential effects include water discharges, maintenance and repair (e.g., painting, sanding, dry welding), cooling system water discharges, wet welding, and thruster well oil transfer. The Navy notes that the pierside activities would be subject to the strict standards agreed to by the Navy during the Commission's review of the homeporting of the CVNs at NASNI (CD-89-99 and CD-95-95). The MDA states:

> *Water Discharge. Stormwater discharge associated with equipment laydown pierside would be prevented through adherence to the BMPs identified in Table 2-2 (for Materials Storage and Handling, Discharges into Storm Drains, and Outdoor Work Operations). The SBX Radar Vessel would manage grey and black water discharge by connecting to sewer risers on Pier N or Pier P in accordance with requirements of the "Afloat Environmental Quick Guide" (2009) established for Naval ships operating in Navy Region Southwest. Discharged water from the cooling system would originate directly from the Bay, chemical contaminate levels would not be expected to increase, and would not be anticipated to affect water quality as a result of changes in temperature levels (Department of Defense, MDA 2005, U.S. Environmental Protection Agency 1999).*
>
> *Painting, Sanding, and Dry Welding. During maintenance and repair, work areas would be enclosed, covered, or contained, which would prevent debris from entering the waterway and being circulated into the Bay. Impacts to water resources from painting, sanding, and welding would not result in long-term degradation of water resources or affect water quality. Current requirements, practices, and BMPs (as identified in Table 2-2) would be implemented.*
>
> *Wet Welding. Wet welding would involve the scraping away of rust and paint for installation of small pad eyes and the discharge of approximately 5 pounds of slag or spent welding rod per underwater welding operation. Underwater welding activities would be temporary, with a short performance time, and levels of metals generated would be negligible. Contractors and personnel working at NASNI during the maintenance and repair period would comply with BMPs established for NASNI (e.g., Afloat Environmental Quick Response Guide [2009], Senior Officer Present Afloat Commander Navy Region Southwest Instruction 5400.2 [2005]).*
>
> *Thruster Well Oil Transfer. Oil remaining on thruster wells (approximately 5 gallons per thruster) would be removed via hose leading up to a surface tank. Best Management Practices (as identified in Table 2-2) would be followed to prevent the spill of oil into the water during transfer.*

The MDA concludes that with the BMPs, "… short-term effects on water quality are not anticipated to be measurable …" and that the project would avoid adverse effects to water quality and "… would allow for the continued sustainment of biological productivity and quality of coastal waters for marine organisms and protection of human health ...."

In response to questions raised by the Commission staff and the City of Coronado concerning work on the thrusters, which involves underwater welding (as illustrated in Exhibit 6), the MDA states:

Included in the maintenance and repair activities for the SBX Radar Vessel is work to be performed on the thrusters. The SBX Radar Vessel is operated by four 3.4 MW thrusters that are used to position and propel the vessel. The four SBX Radar Vessel thrusters would be accessed using a Thruster Well Extension (TWE). The TWE is lowered into the water with a small shore side crane and is designed to be floated from thruster to thruster once underwater. The TWE is positioned in place with the thruster retracted and secured to the hull bottom by four small welded pad eyes at each thruster. The small welded pad eyes are not currently installed on the hull, but must be installed prior to the TWE being attached. The installation of the small pad eyes would require underwater welding. Once floated into position, the TWE is secured with chain blocks to the welded pad eyes. See Figure 2-3 for an illustration of the lowering of the TWE, welded pad eyes, and secured TWE to hull bottom.

Pollutant concentration amounts released from underwater welding are infrequent and in small quantities and are not estimated/analyzed (U.S. Environmental Protection Agency, 1999). As noted in the Phase I Final Rule and Technical Development Document of UNDS, metals from the underwater welding operation (may contain chromium, iron, nickel, beryllium, manganese, and trace quantities of other metals) will not be readily dissolved in the surrounding waters and will fall to the harbor floor (U.S. Environmental Protection Agency, 1999; 2003). Additionally, all discharges from underwater welding done for maintenance activities on ships are covered under the Uniform National Discharge Standards (UNDS) program and is not an activity that is regulated under the 401 discharge program run by the California Regional Water Quality Control Board.

Concerning questions raised by the Commission staff regarding thermal discharges, the Navy again states the impacts would be similar to those of the Commission-authorized CVNs, which also produce small amounts of thermal discharges when in port.

In conclusion, the Commission finds that with the BMPs incorporated, adequate measures are in place to minimize effects on marine resources and water quality, and that the project is similar to activities the Commission has previously found consistent with the marine resource and water quality policies of the Coastal Act. The Commission therefore concludes that the project is consistent Sections 30230 and 30231 of the Coastal Act.

C. <u>Public Access and Recreation.</u>

Section 30210 of the Coastal Act provides:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities

shall be provided for all the people consistent with safety needs and the need to protect public rights, rights of private property public owners, and natural resource areas from overuse.

Section 30212 provides in part:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources....

The Coastal Act recognizes that public access on some military bases may be limited due to public safety and/or military security needs. The Commission has historically recognized legitimate military security and public safety needs in numerous past reviews of construction projects at Navy bases in the San Diego area, and in particular at NASNI. Some public access is allowed adjacent to Coronado on the south side of NASNI; however, Piers N and P are currently off limit due to military security needs. The Commission has traditionally found, when reviewing federal activities on military bases, that absent new burdens on public access, no new public access requirements are normally required. The project's potential effects on access and recreation are the more indirect concerns over noise effects on nearby parks, as well as potential traffic congestion during peak recreational periods. In response to questions from the Commission staff, as well as the City of Coronado, the MDA states:

Noise
The maximum audible noise exposures at Bay View Park would be 60 A-weighted decibels (dBA) assuming Bay View Park is approximately 725 feet from Pier P. The ambient noise environment is approximately 50 dBA. The vessel will be audible above ambient conditions.

In order to mitigate noise from the SBX Radar Vessel, the exhaust axis of the onboard generators would be oriented away from Bay View Park to the extent possible. This would decrease the maximum audible noise in Bay View Park to 52 dBA. Mooring at Pier N would also lessen the impact of noise. If Pier N is used, Bay View Park would be approximately 1,500 feet from Pier N. The maximum noise exposure would be reduced to 56 dBA. The potential noise impact would also be avoided when the onboard generators are no longer necessary due to the use of temporary shore power.

As a note, traffic related noise is the main source of noise in the existing environment. Existing ambient traffic-related noise levels for Coronado are discussed in the SEIS for Developing Homeport Facilities for 3 Nimitz-Class Aircraft Carriers in Support of US Pacific Fleet, 2008. The SEIS states that the ambient ranges from 66 dBA to 78 dBA, measured at residences adjacent to 3rd

St. and 4th St. in Coronado. These peak noise levels were considered typical for areas ranging from a busy daytime urban area to a typical commercial area. 3rd and 4th Streets are 3-4 blocks away from Bay View Park (the park is on 1st Street), but it is the closest noise level to ambient.

Traffic

There is the potential for 307 temporary personnel to use principal and minor arterials and local roads leading to NASNI via the City of Coronado for approximately 3 months. For the purposes of analysis, assuming the worst case scenario of 3 CVNs in port with 73 percent of the traffic entering the Third Street Gate (Stockdale Gates) by using Orange Ave to Pomona Ave (39,506 ADT), 307 additional personnel would temporarily increase the potential ADT by 0.8 percent. Additionally, based on the 2008 traffic study, the 2008 SEIS concluded that direct traffic impacts associated with 3 CVNs have not changed significantly. Therefore, when 3 CVNs and the SBX Radar Vessel are in port the 0.8 percent increase of ADT would have a negligible impact on the overall ADT leading to NASNI via the City of Coronado. Even though 3 CNVs is the worst case scenario, there may not be 3 carriers in-port. Using the same analysis with the SBX Radar Vessel, and 2 CNVs in-port, with 73 percent of the traffic entering the Third Street Gate (Stockdale Gates) by using Orange Ave to Pomona Ave (approximately 26,337 ADT), 307 additional personnel would temporary increase the potential ADT by 1.2 percent. In the 2009 ROD from the Supplemental EIS for Developing Homeport Facilities Carriers in Support of the U.S. Pacific Fleet, the Navy identified potential traffic improvements both internal (on-base) and external (off-base) to NASNI. All mitigation measures established in the 2000 and 2009 RODs will continue to be considered, and no further mitigation measures would be needed in the Study Area.

The Commission finds that the noise effects on recreation would be minimal, and that because the work would occur when a CVN is not present, traffic impacts would be less than traffic demand caused by the presence of a CVN (which as noted above, the Commission has previously authorized). The Commission further notes that it recently raised a concern over the need for consideration of siting portions of the Coastal Trail on a nearby Navy base, during its review of a recent Navy proposal further south on the Silver Strand Peninsula (Silver Strand Training, CD-033-10). However, suggestions for a coastal trail at NASNI have not been made, and such a trail would not be compatible with existing Navy operations, as long as they remain at their current intensities at NASNI. Moreover, as discussed above the Navy does allow some public access at NASNI, adjacent to Coronado beaches on the south side of NASNI. In any event, the project's impact would be minor and temporary; in addition, the project would be complete before the peak summer recreational season. The Commission concludes that the that the existing Navy-implemented military restrictions on access at NASNI are necessary and consistent with Coastal Act policy language allowing access limitations based on military security needs, and that project is consistent with the public access and recreation policies (Sections 30210-30212) of the Coastal Act.

D. Air Quality. Section 30253(c) of the Coastal Act provides that new development shall:

> *(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.*

The MDA states:

> *As noted in Chapter 2* [of the MDA's consistency determination], *two diesel generators functioning at 50 percent capacity would be used initially while the SBX Radar vessel is connected to the pier. After the installation of the permanent shore power connection, there would be no further need to run the vessel's generators. The estimated air emissions from these generators would be below the de minimis threshold levels for conformity in the San Diego Air Basin (SDAB) (i.e., VOC, NOx, and CO emissions would below 100 tons per year). Therefore, the Proposed Action would conform to the SDAB State Implementation Plan (under the U.S. Environmental Protection Agency's general air conformity rule) and would not trigger a general conformity determination under Section 176(c) of the CAA. However, by early 2011, the thresholds for general conformity determinations will be at 50 tons per year for VOC and NOx emissions because SDAB will be redesignated as a serious nonattainment area for 8-hour Ozone. If this new rule takes effect prior to the commencement of the Proposed Action, then MDA will reexamine the air emissions from the generators and make sufficient emission reduction measures so that the emissions would be below de minimis. In addition to the conformance under the USEPA's general conformity rule, San Diego Air Pollution Control District's (APCD's) rules and regulations to control the emission of pollutants and to prevent adverse impacts would apply.*
>
> *Estimated emissions associated with the use of paint and solvents on the SBX Radar Vessel would likewise be below de minimis and implementation of BMPs (as identified in Table 2-2)* [Exhibit 5] *for containment and filtering of emissions would minimize the impact to air quality. San Diego APCD regulations would require a permit for Coating and Adhesive Application Equipment and Operations and MDA or the contractor would be responsible for compliance with conditions specified therein.*

The MDA concludes:

> *The Proposed Action would generate air emissions as a result of generator, paint, and solvent use. Upon implementation of the Proposed Action, current requirements and regulations would be adhered to and resulting emissions would be below de minimis levels. Therefore, the Proposed Action is consistent to the maximum extent practicable with Section 30253 of the CCA.*

Section 30253 of the Coastal Act requires compliance with applicable Air Pollution Control District (APCD) requirements. As noted in the above quote, to the degree the project requires air district permits, the MDA will require that the contractor apply for and receive any necessary air district (San Diego County APCD) permits. The Commission therefore finds that compliance with those permits will bring the project into consistency with the air quality policy (Section 30253(c)) of the Coastal Act.

IV. SUBSTANTIVE FILE DOCUMENTS:

1. Missile Defense Agency, Consistency Determination, SBX Radar Maintenance and Repair.

2. Navy Consistency Determination CD-033-10, Silver Strand Training.

3. Navy Consistency Determinations CD-89-99 and CD-95-95, Homeporting of CVNs at NASNI.

Exhibits

Exhibit 1 Location Map
Exhibit 2 SBX at Sea
Exhibit 3 Comparison with CVN
Exhibit 4 Visual Simulation
Exhibit 5 Best Management Practices
Exhibit 6 Underwater Thruster Repairs

EXPLANATION

- Major Road
- Potential Mooring Location
- Naval Air Station North Island Boundary

NORTH 0 0.5 1 2 Miles

Visual and Aesthetics, Naval Air Station North Island, Naval Base Coronado

Coronado, California

Figure 3.4.8-1

Exhibit 1
CD-045-10
MDA

Exhibit 2
CD-045-10
SBX at Sea

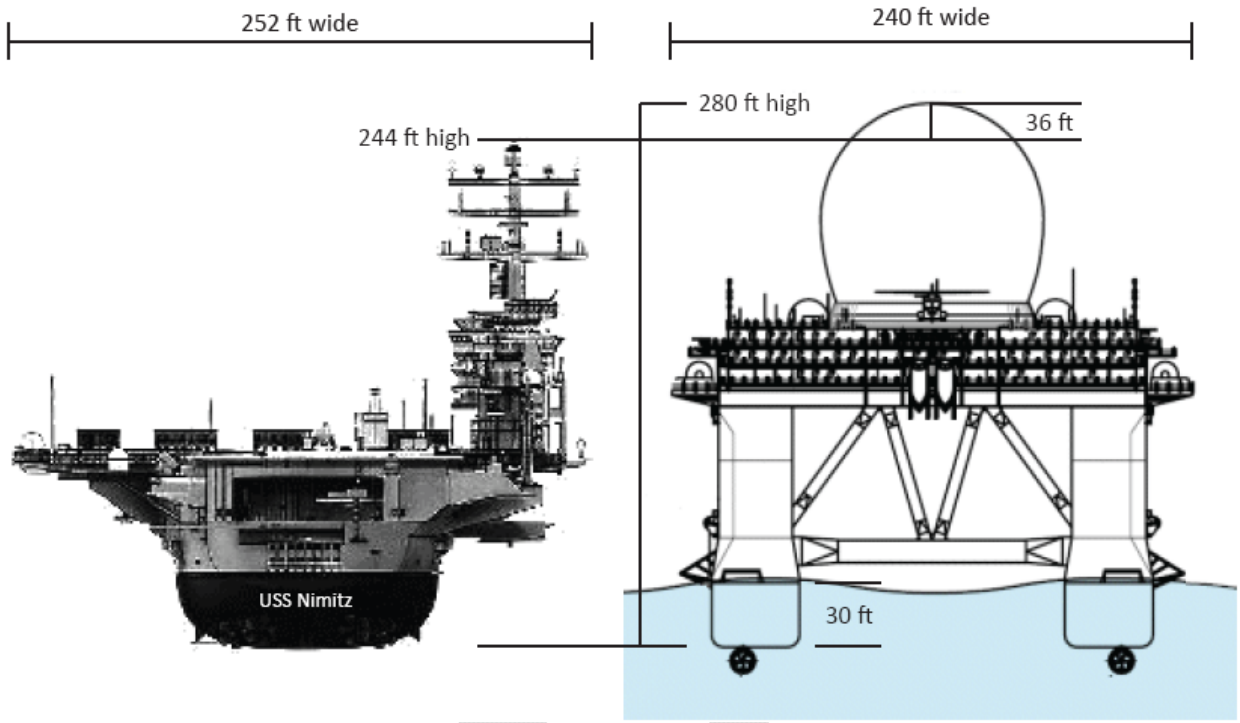


Figure 3-1: SBX Radar Vessel Size Compared to USS Nimitz Aircraft Carrier

As noted in Section 2, the low-wattage lighting system would be operational 24 hours per day. External lights would be used on the platform, on the perimeter of the dome, and on top of the dome in the evening or nighttime hours. The lighting system on the vessel is in accordance with navigational rules, the Occupational Safety and Health Administration (OSHA), and the Federal Aviation Administration regulations. Given alignment with these regulations, light and glare produced from the external lights are anticipated to have a negligible effect on the scenic or visual qualities of the area. There would be no long-term scenic or visual impacts, as the vessel would only be moored temporarily.

3.3.4.3 Coastal Zone Consistency Conclusion

The Proposed Action would represent an alteration to the visual topographic landscape of the area and also introduce a new source of lighting. However, the radar vessel would be consistent with the marine industrial nature of the area and alterations to the viewshed would be temporary, lasting only 3 months. Therefore, the Proposed Action would represent only a temporary intrusion in the visual landscape, and is consistent to the maximum extent practicable with Section 30251 of the CCA.

Exhibit 3
CD-045-10
Height Comparison

Exhibit 4
CD-045-10
Visual Simulation

1 **Table 2-2: Best Management Practices (continued)**

Activity	Standard Industry Best Management Practices
Non-Drydock Activities *	• Hang tarpaulin from the boat, and/or from fixed or floating platforms, to reduce pollutants transported by wind. • Place plastic sheeting or tarpaulin underneath boats to contain and collect waste and spent materials, and clean and sweep regularly to remove debris. • Use appropriate plastic or tarpaulin barriers for containment when work is performed on a vessel in the water to prevent paint overspray from contacting storm water or the receiving water. • Vacuum or sweep rather than hose debris from the dock.
Engine Maintenance and Repairs	• Maintain an organized inventory of materials used in the maintenance shop. • Dispose of greasy rags, oil filters, air filters, batteries, spent coolant, and degreasers properly. • Label and track the recycling of waste material (e.g., used oil, spent solvents, batteries). • Drain oil filters before disposal or recycling. • Store cracked batteries in a non-leaking secondary container. • Promptly transfer used fluids to the proper container; do not leave full drip pans or other open containers around the shop. Empty and clean drip pans and containers. • Do not pour liquid waste down floor drains, sinks, or outdoor storm drain inlets. • Plug floor drains that are connected to the storm or sanitary sewer; if necessary, install a sump that is pumped regularly. • Inspect the maintenance area regularly for proper implementation of control measures. • Train employees on proper waste control and disposal procedures.
Shipboard Water Handling	• Keep cooling water used aboard ships separate from sanitary wastes to minimize disposal costs for the sanitary wastes. • Keep cooling water from contact with spent abrasives and paint to avoid pollution of the receiving water. • Inspect connecting hoses for leaks. • Discharge sanitary wastes from the ship being repaired to the yard's sanitary system or dispose of by a commercial waste disposal company.
Materials Storage and Handling	• Maintain good integrity of all storage tanks. Above ground storage tanks shall incorporate appropriate containment and protection to prevent contamination of surface and groundwater. • Inspect storage tanks to detect potential leaks and perform preventive maintenance. • Inspect piping systems (pipes, pumps, flanges, couplings, hoses, valves) for failures or leaks. • Train employees on proper filling and transfer procedures. • Store containerized materials (fuels, paints, solvents) in a protected, secure location and away from drains. The area shall be paved, free of cracks and gaps, and sufficiently impervious to contain leaks and spills or be over a drip pan large enough to hold contents of the container. The designated area shall be covered. • Store reactive, ignitable, or flammable liquids in compliance with the local fire code. • Identify potentially hazardous materials, characteristics, and use. • Control excessive purchasing, storage, and handling of potentially hazardous materials. • Keep records to identify quantity, receipt date, service life, users, and disposal routes. • Secure and carefully monitor hazardous materials to prevent theft, vandalism, and misuse of materials. • Train employees on proper storage, use, cleanup, and disposal of materials. • Provide sufficient containment for outdoor storage areas for the larger of either 10 percent of the volume of all containers or 110 percent of the volume of the largest tank. • Use temporary containment, where required, by portable drip pans. • Use spill troughs for drums with taps. • Mix paints and solvents in designated areas away from drains, ditches, piers, and surface waters.

2

Exhibit 5
CD-045-10
BMPs

1 **Table 2-2: Best Management Practices (continued)**

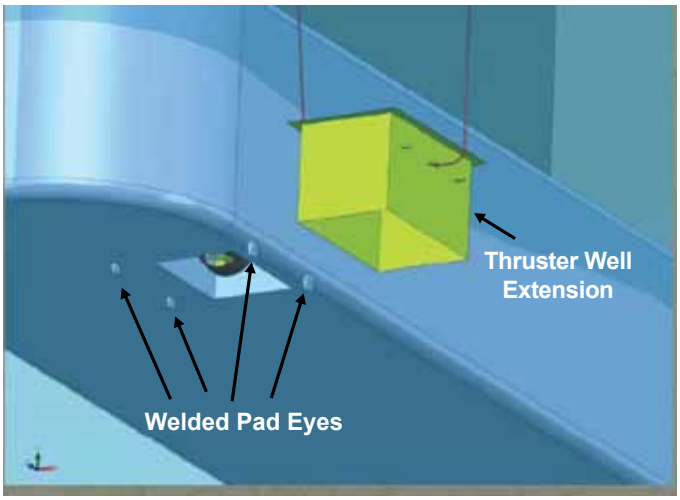
Activity	Standard Industry Best Management Practices
Materials Storage and Handling (continued)	• Protect containers storing liquid wastes or other liquids, which have the potential of adding pollutants to water (e.g., fuels, paints, and solvents), from the weather in a protected, secure location, and away from drains. • Do not store parts, materials, and containers directly on the pavement, or ground. When possible, store parts, materials, and containers indoors. • Store both spent and virgin sandblast grit under cover. Eliminate contact between process or storm water and sandblast grit. Waste grit must also be managed as a waste following the appropriate state and federal regulations and this document. • Permanently installed tanks and designated areas for liquid waste are to be surrounded by a dike system. The dike shall be of sufficient height to provide a volume within the dike area equal to 10 percent of the total tank storage or 110 percent of the largest tank, whichever is greater.
Welding, Burning, and Cutting	• Use control measures or some type of capture and collection system that prevents the fumes from escaping the work area. • Cutting fume and dust that may be exposed to rainfall should be cleaned from the work area on a regular and frequent basis. Cleaning should never be accomplished by air blowing, which would only re-suspend the fume particles, where they may transported to other areas that are exposed to rainfall. Cleaning should be accomplished using vacuums equipped with appropriate filters and/or wet cleaning methods that prevent the escape of the fume to the environment. • All Occupational, Safety, and Health Administration (OSHA) standard welding practices must be followed. • Fire guards and protective measures must be in place during all welding and cutting activities.
Yard Cleanup	• Clean the project site on a regular basis to minimize loss of accumulated debris into water or the storm drain system. Do not hose down areas and allow the runoff to enter into storm drains. • Conduct weekly cleanliness inspections of outdoor work and storage areas, including storm drain catch basins. Provide cleaning of work areas as necessary to maintain control of potential pollutants. • If trash containers are equipped with drain fixtures, plugs will be installed.
Containment and Control of Dust and Overspray	• Carry out any activity that generates pollutants (e.g., blasting, painting, metal finishing, welding, grinding) in enclosed, covered areas. • Take applicable measures to adequately contain spent blast grit, paint chips, and paint overspray to prevent the discharge of these materials into water. • Perform spray paint operations in a manner to contain overspray and spillage, and minimize emission of particulates. • Perform all dry-blasting (i.e., sand, grit, abrasive) operations within an enclosure with adequate dust collection.
Drip Pans	• Use drip pans or other protective devices at hose connections when transferring oil, fuel, solvent, industrial wastewater, and paint. Where design constraints, vertical connections, or interferences do not allow placement of drip pans, use other measures, such as chemical resistant drapes. Where a spill would likely occur, use drip pans or other protective devices when making and breaking connections, or during component removal operations. • Immediately repair, replace, or isolate leaking connections, valves, pipes, and hoses, carrying wastewater, fuel, oil, or other hazardous fluids. As a temporary measure, place drip pans under leaking connections, equipment, or vehicles to collect any leaking fluid.

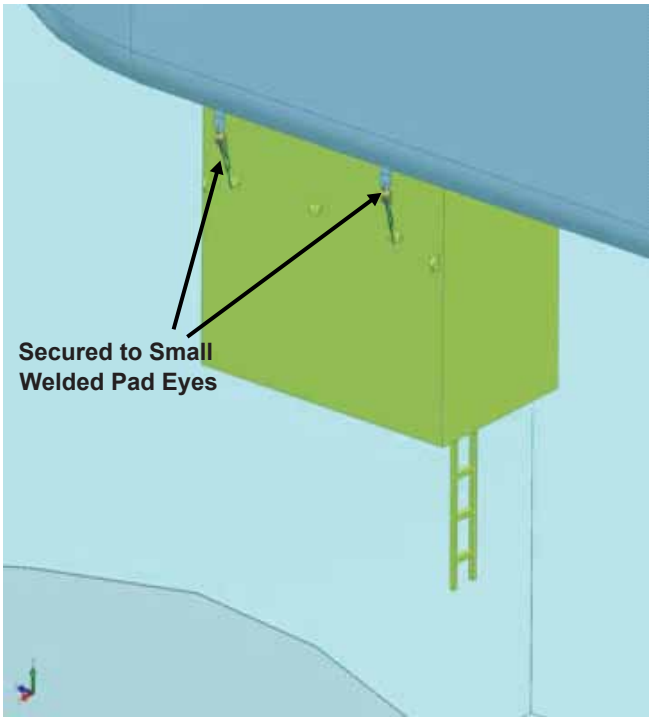
Table 2-2: Best Management Practices (continued)

Activity	Standard Industry Best Management Practices
Vehicle and Equipment Cleaning and Equipment Preventative Maintenance	• Cleaning/washing of vehicles and equipment is prohibited except at designated wash rack areas and with prior approval. • Inspect vehicles and equipment for leaks before use. Maintain them in good condition at all times. Inspect infrequently used vehicles and equipment monthly for leaks. Inspect all equipment and vehicles for fluid leaks before placing them on piers. • If equipment is found to be leaking, take immediate action to stop the leak and remove it from the naval base or commercial site. Initiate spill response and clean up, as appropriate. • Immediately stop all leaks. As a temporary measure, use drip pans to contain leaking fluids.
Over-Water Work	• For over-water work, provide and position floats, tarps, or other suitable protection adjacent to and under work area to contain debris. Work that has a potential for pollution may include, but is not limited to, painting, paint chipping, blasting, welding, grinding, cutting, chipping, and sanding. No paint or paint residue shall enter water. If windy conditions prevent adequate containment of pollutants, stop work until conditions allow.
Outdoor Work Operations	• When loading and unloading liquids and fine granulated materials from trucks and trailers at outdoor loading areas, prevent potential spills to storm drains by placing or installing a door skirt, door seal, and valved storm drain line. • Place mats over the storm drains. • Do not dump pollutants on the ground. • When performing outdoor work operations, have equipment and supplies on-hand to control and clean up debris. Many outdoor work operations can produce debris, which if not controlled can wash into storm drains and into local waters. • When performing welding operations on the pier, work shall be performed in an enclosed area with fire retardant plywood on the deck to protect the pier. Clean up after each welding operation and recycle the welding rods into the metal recycle bins.
Spray Coating	• The operator shall use BMPs in its spray coating operation, including the collection of organic solvent used for cleanup of equipment into normally closed containers to minimize evaporation to the atmosphere, and keeping containers used for the storage and disposal of organic solvent closed except when these containers are being cleaned or when materials are being added.
Discharges into Storm Drains	• Do not discharge anything into the storm drains.
Diving Operations	• A current supply switch to interrupt the current flow to the welding or burning electrode shall be tended by a dive team member in voice communication with the diver performing the welding and burning, and kept in the open position except when the diver is welding or burning. • The welding machine frame shall be grounded. • Welding and burning cables, electrodes holders, and connections shall be capable of carrying the maximum current required by the work, and shall be properly insulated. • Dielectrically insulated gloves shall be provided to divers performing welding and burning operations. • Prior to welding or burning on closed compartments, structures or pipes, which contain a flammable vapor or in which a flammable vapor may be generated by the work, shall be vented, flooded, or purged with a mixture of gases which will not support combustion.
Fueling/Defueling	• If in-port fueling is required, the evolution shall be conducted during daylight and the normal working day with fully qualified watch team aboard to include key engineering supervisory personnel.

* Note: The SBX Radar Vessel will not have any maintenance activities performed in drydock due to size limitation.

Source: Pacific Northwest Pollution Prevention Research Center and Washington Department of Ecology, 1999; Shipbuilders.org, 2005; Naval Station Everett, 2007; Todd Pacific Shipyards, 2010; Navy Region Southwest Environmental Department, 2009; Kodiak Boatyard, 2009, Chapter 296-37 of the Washington Administration Code, 2010; Title 8 §6057 of the California Code of Regulations, 2010.

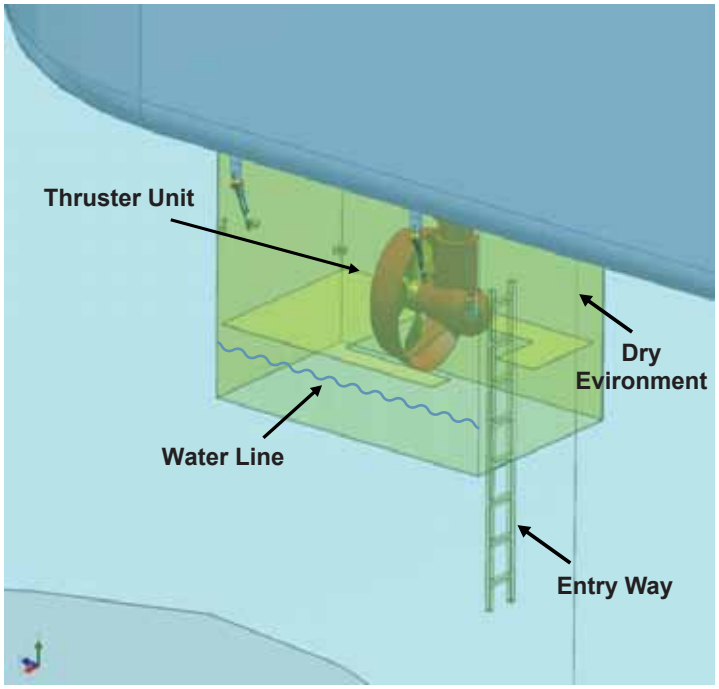


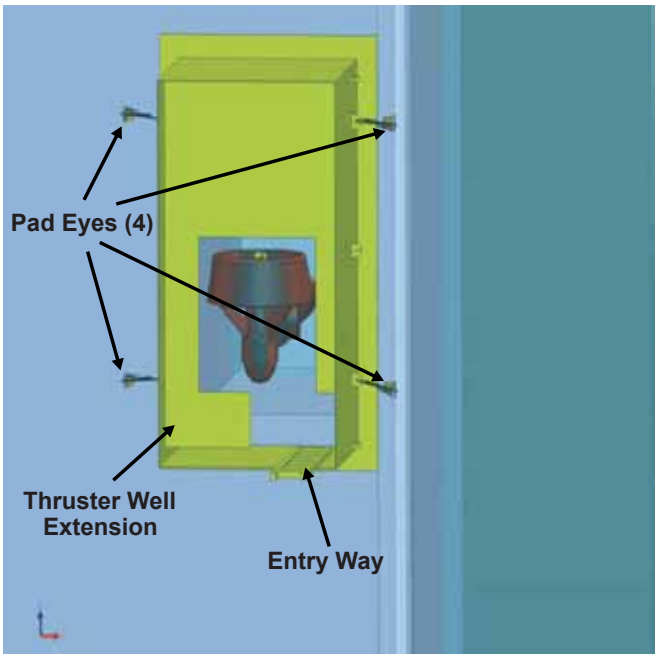


Thruster Well Extension Being Lowered, Installed Pad Eyes, and Secured Thrusters Well Extension

Figure 2-3

Exhibit 6
CD-045-10
Thrusters





Thruster Unit, Entryway, and Controlled Dry Environment

Figure 2-4