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Department of Toxic Substances Control

700 Heinz Avenue
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Berkeley, CA
94710-2737

DRAFT MITIGATED NEGATIVE DECLARATION

for

Permit Determination for the Mixed Waste Storage Facility
at Naval Air Station - North Island

Pete Wilson
Governor
Peter Rooney
~~James M. Strock~~
Secretary for Environmental Protection

Project Proponent:

Mary Anne Mascianica
Puget Sound Naval Shipyard
Public Affairs Office, Code 1160
1400 Farragut Avenue
Bremerton, Washington 98314-5001
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DTSC Contact:

Alfred Wong
California Department of Toxic Substances Control
Northern California Permitting Branch
700 Heinz Avenue, Suite 300
Berkeley, California 94710
(510) 540-3946

Project Description: Puget Sound Naval Shipyard (an organization within the United Stated Department of the Navy and the proposed operator of the Mixed Waste Storage Facility) has applied to the California Environmental Protection Agency, Department of Toxic Substances Control for a permit to allow for the construction, operation, and future closure of a new Mixed Waste Storage Facility (MWSF) within the Naval Air Station at North Island (NASNI) in Coronado, California. The proposed MWSF is comprised of a cinder block building (54 feet by 42 feet) and a concrete loading/unloading area (54 feet by 20 feet) and would have a maximum storage capacity of 5500 gallons (equivalent to 100 fity-five gallon drums).

Project Location: Building 703-C off Roe Street, Naval Air Station - North Island, Coronado, San Diego County, California.

Findings of Significant Effect on Environment: DTSC has determined that the project will not have a significant effect on the environment as that term is defined in the Public Resources Code Section 21068 (See Initial Study).

Mitigation Measures: DTSC has included a condition in Part V of the draft Permit which specifies the one to one ratio of lateral extent of densification to depth of densification.

FINAL PERMIT PACKAGE
Date Prepared 9/29/1998

DEPARTMENT OF TOXIC SUBSTANCES CONTROL
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CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY For NAVAL AIR STATION - NORTH ISLAND (NASNI) HAZARDOUS WASTE FACILITY PERMIT, CORONADO, CALIFORNIA

Pete Wilson
Governor
Peter Rooney
~~James M. Strock~~
Secretary for Environmental Protection

The Department of Toxic Substances Control (DTSC) has completed the following Initial Study for this project in accordance with the California Environmental Quality Act (§ 21000 et seq., California Public Resources Code) and implementing Guidelines (§ 15000 et seq., Title 14, California Code of Regulations).

I. PROJECT INFORMATION

Project Name: Hazardous Waste Facility Permit determination for a Mixed Waste Storage Facility at Naval Air Station - North Island.

Site Location: The Mixed Waste Storage Facility is also known as building 703-C. It is located off Roe Street on the Naval Air Station - North Island complex, Coronado, California, San Diego County.

Facility Contact Person/Address/Phone Number: Mary Anne Mascianica, Puget Sound Naval Shipyard, Public Affairs Office, Code 1160, 1400 Farragut Avenue, Bremerton, Washington 98314-5001, (360) 476-7111

DTSC Contact Person/Address/Phone Number: Alfred Wong, DTSC, Hazardous Waste Management Program, Northern California Permitting Branch, 700 Heinz Avenue, Suite 300, Berkeley, California 94710, (510) 540-3946

Project Description: DTSC's Hazardous Waste Facility Permit determination for a Mixed Waste Storage Facility at Naval Air Station - North Island. The permit, if approved, would authorize construction, operation and future closure of a Mixed (chemically hazardous and low-level radioactive) Waste Storage Facility (MWSF) at Naval Air Station - North Island (NASNI). The MWSF will be operated by Puget Sound Naval Shipyard (PSNS). The MWSF is comprised of a cinder block building (54 ft. by 42 ft.) and a concrete loading/unloading area (20 ft. by 54 ft.). The maximum proposed storage capacity for the facility is 5500 gallons (equivalent to 100 fifty-five gallon drums).

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MWSF DESIGN AND CONSTRUCTION

The MWSF was designed by a licensed California architect. The construction specifications will be certified by professional engineers registered in California. Civil structural certification by a professional engineer registered in California will also be provided when construction of the MWSF is completed. MWSF construction activities are limited to construction of the MWSF building, contiguous loading/unloading area and installation of plumbing and electrical utility lines. The fresh water supply line is a 4 inch nominal steel pipe with welded seams. The MWSF will not require sewer connections. All drainage for the inside of the MWSF will be to a blind floor sump. Domestic plumbing is limited to an emergency eyewash/shower and hose bibs.

The MWSF building exterior walls will be concrete masonry with paint and siding. It has a small interior mechanical room (5.0 ft. by 8.33 ft.), separated from the storage area by a gypsum board wall with metal studs. The roof surface is acrylic sheeting with steel deck and joists. The exterior doors are steel on steel framing. The inside perimeter of the MWSF has a 10 inch concrete berm which provides 12,754 gallons of secondary containment. The maximum volume of containerized wastes to be stored at the MWSF is 5500 gallons. The concrete floor has an impervious epoxy coating and slopes to a central floor sump with no drain. Accumulated liquids in the sump would be pumped into approved containers, characterized and handled appropriately. A permanent ramp over the containment curb will be built at the main access door so that material can be moved in and out of the MWSF while maintaining secondary containment.

The area surrounding the MWSF will be graded and paved such that rain water runoff from the MWSF roof and the adjacent Depot Maintenance Facility (DMF) will drain away from the MWSF, north to San Diego Bay. Initial grading for the DMF compound area including the MWSF has been done. Construction and installation of the MWSF utilities and final grading and paving of the DMF compound area will begin upon DTSC's approval of the permit.

MWSF OPERATION

Most mixed waste to be managed at the MWSF will be generated by maintenance activities from depot maintenance operations at NASNI's Controlled Industrial Facility (CIF) for the nuclear carrier proposed to be ported at NASNI. A small portion of the mixed waste will come from maintenance of nuclear powered submarines ported at the Naval Submarine

Base (SUBASE) at Point Loma. Mixed wastes are generated as a result of the repair and maintenance of naval nuclear powered vessels in the state of California including but not limited to decontamination of lead surfaces, equipment overhaul, electrical equipment maintenance, dye penetrant testing, and degreasing operations. Approximately 4 cubic meters or the equivalent of twenty 55-gallon drums of mixed waste is expected to be generated annually. Approximately 1 cubic meter of this will be generated by SUBASE at Point Loma.

Mixed wastes sealed in plastic are transported to the MWSF from three general locations: 1). the NASNI nuclear carrier berthing dock; 2) through NASNI Gate 2 from Point Loma; and 3) from the CIF immediately adjacent to the MWSF. The average size of mixed waste loads received at the MWSF at any one time is expected to be four 55 gallon drums. Loads received from outside the DMF compound will arrive at the MWSF on trucks. Mixed waste loads received from the CIF, within the DMF compound, may be carried by hand, utility van, or stake bed truck. Containerized mixed waste may be shipped from the MWSF by stake bed trucks, tractor trailers, pick-up trucks, or utility van.

Forklifts are available at the MWSF for unloading containerized wastes and placing them in their designated areas. A drum grabber, a pallet jack and a drum dolly are also available for moving mixed wastes at the MWSF.

The chemically hazardous properties of the mixed wastes to be stored at the MWSF are corrosivity and toxicity. Mixed wastes also include low levels of radioactivity (up to one millicurie). Based on experience with similar wastes generated at PSNS, the average level of radioactivity in a drum of mixed waste is expected to be approximately 0.2 millicurie. After mixed waste is generated, it must be characterized prior to being brought to the MWSF. Process knowledge is generally used to characterize the mixed waste because the processes generating mixed waste are well-known. If process knowledge cannot be used to characterize the mixed waste item, that item is individually evaluated and characterized for final designation.

Mixed wastes received at the MWSF are sealed in plastic prior to shipment. All wastes are received with waste profile information. The mixed waste generator provides a completed waste profile package with shipped wastes which includes: radiological status, weight percent of constituents, and physical state of the waste. The profile package is a permanent record of all necessary information for characterization and final designation and is used to provide any additional instructions necessary to disassemble, decontaminate, or segregate the mixed waste item.

Offsite mixed waste are also accompanied by a Uniform Hazardous Waste Manifest (UHWM). Details on mixed waste characteristics can be found in Table III-1 of the MWSF Part B application. The Part B application is also known as the Operation Plan.

The MWSF operations are administrated from the CIF. Personnel are only present at the MWSF when wastes are being handled. The MWSF is closed and locked at all other times except during periodic inspections. Mixed wastes are expected to be received intermittently and shipped off-site for treatment or disposal once or twice annually.

MWSF operations are limited to consolidation and storage of mixed wastes. Mixed wastes sealed in plastic are received at the MWSF, segregated on the basis of chemical compatibility (either corrosive or toxic), and placed in the storage area. Wastes without liquids are stored in closed containers. Liquid wastes are stored in plastic bottles and placed into closed containers. The 55-drums are placed on pallets and stacked no more than 2 containers high. Pallets with drums holding liquid wastes are not stacked.

Incompatible wastes are not permitted for storage at the MWSF. However, if encountered at the MWSF, incompatibles would be physically separated or temporarily stored on portable containment skids with non-combustible partitions and later returned to the generator.

Personal protective equipment for MWSF workers is not normally required because workers are not directly exposed to mixed wastes. Protective gear will be available at the MWSF but will only be required when sampling during closure or cleaning up a spill.

Part X of the Part B application provides spill preparedness and prevention procedures for the MWSF. Attachment X-A of the Part B application contains a Contingency Plan. The Contingency Plan includes procedures for responding to an emergency at the MWSF. Emergencies are occurrences that result in, or are likely to result in uncontrolled releases of mixed waste to the environment.

MWSF CLOSURE

Part XI of the Part B application contains the Closure Plan for the MWSF. The Closure Plan identifies the steps needed to clean close the MWSF. When PSNS decides to cease operating the MWSF, closure will be conducted in accordance with the requirements of Title 22, Sections

66264.111 through 66264.115. The MWSF is designed to be operate in a manner which minimizes the potential for contamination at the facility and to surrounding property. It is not anticipated that operation of the MWSF will cause soils or groundwater contamination.

Closure activities include: sampling to confirm no contamination exists at the facility; decontamination of equipment and structures; structure demolition; and soil removal and disposal, if necessary.

Other Agencies Having Jurisdiction Over the Project/ Types of Permits Required:

San Diego Regional Water Quality Control Board/Storm Water Discharge Permits.

United States Department of Defense/Naval Nuclear Propulsion Program established comprehensive, prescriptive requirements for the control of radioactivity pursuant to its authority under the Atomic Energy Act, Executive Order 12344, and Public Law No. 98-525 § 1634.

II. DISCRETIONARY APPROVAL ACTION BEING CONSIDERED BY DTSC

x	Initial Permit Issuance	_	Removal Action Plan
_	Permit Renewal	_	Removal Action Workplan
_	Permit Modification	_	Interim Removal
_	Closure Plan	_	Other (Specify)
_	Regulations		

III. ENVIRONMENTAL CONDITIONS POTENTIALLY AFFECTED

The boxes checked below identify environmental factors which were found in the following ENVIRONMENTAL SETTING/IMPACT ANALYSIS section to be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigated".

X Earth

_ Air

_ Surface and Groundwater

_ Plant Life

_ Animal Life

_ Land Use

_ Natural Resources

_ Risk of Upset

_ Transportation/ Circulation

_ Public Services

_ Energy

_ Utilities

_ Noise

_ Public Health and Safety

_ Aesthetics

_ Cultural/ Paleontological Resources

_ Cumulative Effects

_ Population

_ Housing

_ Recreation

IV. ENVIRONMENTAL SETTING/IMPACT ANALYSIS

BACKGROUND

Operation of the proposed MWSF would be an ancillary part of NASNI's Depot Maintenance Facilities (DMF) for one NIMITZ Class Aircraft Carrier. The environmental analyses for construction and operation of the DMF, including the MWSF, are contained in a federal report titled Final Environmental Impact Statement for the Development of Facilities in San Diego/Coronado to Support the Home Porting of One NIMITZ Class Aircraft Carrier, November 1995 (FEIS). Portions of the FEIS which evaluated impacts associated with the MWSF were utilized in this Initial Study to examine MWSF construction, operation, and closure activities.

The MWSF will not be used for storage of chemically hazardous only waste. Chemically hazardous waste will be managed at the NASNI Public Works Compound (PWC), Hazardous Waste Treatment and Storage facility. This facility operates under a separate permit issued by DTSC. In 1996 DTSC conducted a separate Initial Study and released a Negative Declaration for approval of that DTSC permit for the PWC facility.

The following pages provide a brief description of the physical environmental conditions which exist within each initial study category affected by the proposed project and an analysis of whether or not those conditions can be significantly impacted by the proposed project. Preparation of the Environmental Setting and Impact Analysis sections follows guidance provided in DTSC's Workbook For Conducting Initial Studies Under the California Environmental Quality Act (CEQA) [Workbook] dated October, 1996. A list of references used to support the following discussion and analysis are contained in Attachment A and are referenced within each section below.

The DTSC has adopted environmental significance criteria for each of the environmental conditions (initial study sections 1. EARTH through 18. POPULATION/HOUSING/RECREATION) potentially affected by construction and operation and closure of the MWSF. The adopted criteria was compared to the potential impacts from MWSF activities as the basis for making the findings required for each environmental condition.

Part V. of the Draft MWSF permit identifies the special conditions which apply to the MWSF. In addition, the MWSF must operate as described in the Part B application. The Part B application was deemed technically complete on April 8, 1998.

There are two types of permit conditions. Construction related conditions which must be met prior to beginning operation of the MWSF. Implementation of these pre-operation conditions is monitored by the DTSC's Northern California Permitting Branch. Part V, Section 10 of the draft permit (Compliance Schedule) contains a summary the permit conditions which must be met during construction of the MWSF and prior to its operation.

The draft permit and the Part B application also contains conditions which apply after PSNS begins operating the MWSF. The permit is approved and signed by the DTSC's Northern California Permitting Branch Chief. The approved permit and the Part B application are enforced by DTSC's Statewide Compliance Program (SCP). The SCP ensures compliance with the operational permit conditions by conducting annual facility inspections. These inspections are conducted according to the DTSC's Official Procedure Document E-93-004-PP. SCP inspectors prepare inspection reports pursuant to E-93-004-PP which meet DTSC's CEQA reporting or monitoring requirements for conditions of project approval identified in this Initial Study.

1.0 EARTH (Workbook; page 11)

1.1 DESCRIPTION of ENVIRONMENTAL SETTING:

The primary soil association within the project area is the Marina-Chesterton Association. The surface-soil layer is a yellow-brown fine to coarse sandy loam and is moderately to excessively well drained. Beneath this surface layer is a variable subsoil layer of coarse sandy loam to gray sandy clay. An iron-silica hardpan occurs intermittently across Coronado Peninsula. Beach sands are a specific soil type within this association and are characterized by excessively drained sands and gravel. Beach sand occurs along the entire ocean side of Coronado Island. In addition, the SCS classifies a portion of the project area as "made land," or land made of artificial fill soils.

The MWSF project site is located within the coastal plain of the Peninsular Range Geomorphic Province of southern California. The Peninsular Ranges are a northwest-tending series of uplifted blocks, composed of Mesozoic-age metamorphic and plutonic basement rocks, separated by similarly tending faults. The province occupies the southwestern portion of California and extends southward into Baja California, Mexico.

Navy studies in the project area show two types of earth deposits: artificial (hydraulic) fill and Bay Point formation. The artificial fill completely covers the project area and extends from ground surface to depths of approximately 9 to 17 feet. This fill is described as reddish-brown silty fine to medium grained sand.

The Bay Point formation underlies the artificial fill and is late Pleistocene in age, marine and non-marine in origin, and is described as a poorly sorted fine to medium grained pale brown to olive gray fine sand with silt. The Bay Point formation occurs to depths greater than 200 feet.

Interbeds of clay and silt occur at depths between 40 and 50 feet below ground surface (bgs). Groundwater was encountered during the soil boring investigation at between 7 and 12 feet bgs and was influenced by tides.

Topographically, the peninsula is flat lying with elevations ranging from sea level to 30 feet above mean sea level (MSL). There are no unique geological features. The average elevation is about 23 feet above mean lower low water (MLLE). The highest point (about 30 feet above MLLE)

occurs near the eastern central region of NASNI and the lowest point is at sea level. Sloping embankments characterize the shoreline.

The region is seismically active. The California Division of Mines and Geology (CDMG) classifies faults as either active or potentially active according to the Alquist-Priolo Special Studies Zone Act of 1972. A fault that has exhibited surface displacement within the Holocene Epoch (the last 11,000 years) is defined as active by the CDMG. A fault that has exhibited surface displacement during the Pleistocene Epoch (which began about 1.6 million years ago and ended about 11,000 years ago) is defined as "potentially active.".

Geologic evidence suggests that the most recent fault movement in the area was less than 500,000 years ago. Fault displacements as recently as early Holocene time (less than 10,000 years) cannot be precluded and evidence of faulting within 1000 feet of the facility site has been cited to include Pleistocene deposits.

The San Diego Bay area has experienced mild earthquakes in recorded history but none have been catastrophic. In 1964, three earthquakes of magnitude 3.5 had epicenter locations in San Diego Bay, east of the Naval Amphibious Base. With respect to local faults and fault zones, the Rose Canyon and Coronado Bank fault zones are designated by the CDMG as active and the La Nacion fault has been designated as potentially active. The Spanish Bight fault is also considered active. The Navy FEIS states that the most significant credible seismic event would be an earthquake of Richter magnitude 7.0 associated with the Rose Canyon fault zone. However, no large earthquakes have been associated with the Rose Canyon fault during historic times.

The applicant has demonstrated via data from field investigations that the proposed facility is in compliance with the seismic standards as prescribed in the California Code of Regulations Title 22 Section 66270.14(b)(11)(A)(2). The demonstration was based on a comprehensive geologic analysis of offshore seismic data. DTSC has reviewed this analysis and concurs with the PSNS's conclusion. The analysis indicates that faults trend in a north-south direction and that there are no faults trending to within 200 feet of this facility.

REF: (FEIS Sections No. 3, Vol 1 and Vol 3, sections 3.1.1.2); Seismic Hazards Assessment Proposed NIMITZ Class Aircraft Carrier Homeporting Project NASNI, Woodward Clyde Consultants, May, 1994 No. 1, No. 2; Geotechnical Investigation MCON P-70 3, Dames and Moore July 1996)

1.2.0 Analysis of Potential Impacts

1.2.1 Project Activities Affecting Earth Resources:

During construction, there will be excavation, grading, and paving. Facility closure activities may include drilling for environmental sampling and possible facility demolition and grading.

1.2.2. Environmental Significance Criteria:

* Destruction of any unique soil type or geologic feature.

* Substantial increase in soil erosion.

* Substantial increase in flood risk.

* Substantial increase in seismic risk.

1.2.3. Discussion of Potential for Adverse Environmental Effects:

The proposed MWSF site is located on hydraulically filled soil dredged from San Diego Bay. It is not considered unique. Thus, construction activity such as excavation and overcovering of the soil will not be destructive to unique soils or topographic features.

The principle seismic hazards at the MWSF would be ground shaking and rupture. Secondary seismic hazards which could affect the building include potential for soil settlement, liquefaction, tsunami, and seiche.

Settlement of the artificial fill material and the underlying marine deposits along the shore line may also represent a geological, geotechnical hazard. These fills have been placed as hydraulic fill after dredging occurred in the past to accommodate naval surface ships. Considering the time these fills have been in place and the small cohesive content, a certain amount of consolidation is likely to have taken place to date. The MWSF building foundation is designed with vibrocompaction replacement stone columns to minimize settlement.

If structures are constructed on these deposits, which exert greater loads than at present, one can expect that further, possibly extensive compression develops. Both the extent of the compression and the spatial uniformity of its development is of great importance with regard to the functional operation of structures.

maximum depth evaluated per the Uniform Building Code (UBC) is 50 feet. In the FEIS, the Navy proposes to mitigate this effect by using a vibro-replacement technique to increase soil density to depths up to 40 feet or refusal. The Navy also proposes horizontal improvements to a distance equal to two-thirds the extent of the anticipated vertical improvement. DTSC agrees with the vertical improvement of soil densification to depths of up to 40 feet or refusal. However, DTSC does not agree that the horizontal improvement to a distance of two-thirds the extent of the anticipated vertical improvement to sufficiently mitigate this impact. Therefore, DTSC has required an additional mitigation measure. In order to mitigate liquefaction potential, the soil densification must be extended laterally (horizontal improvement) beyond the perimeter of the MWSF building a distance equal to the vertical depth of densification. DTSC has included a condition in Part V of the draft Permit which specifies the one to one ratio of lateral extent of densification to depth of densification. Prior to beginning construction, DTSC will review and approve the PSNS's modified vibro densification construction specifications. Construction to the approved densification specifications shall be verified by a Civil/Structural or Geological Engineer licensed in California.

The detailed Topographic Map (Figure II of the Part B application) shows portions of DMF compound including the MWSF to lie within the 7.5 ft. mean sea level (msl) contour. Page 3.1-19 of the FEIS states areas within NASNI along the coast below the 10 ft contour line are within the 100 year flood zone. The 100 year flood zone is the area that would potentially be subject to flooding during a 100 year storm combined with a tsunami (seismic sea wave). The Coronado General Plan (Public Safety and Seismic Safety Element, 1990) contains a Tsunami Potential Map for "Seismic Triggered Flooding". This map shows the 10-foot MSL elevation contour for the south side of North Island as the limit of tsunami potential. There are no natural streams or drainage at NASNI so thus no potential for flooding to be caused by rain runoff during a 100 year storm.

Seismic related flooding at the MWSF was analyzed. Tsunamis (seismic sea waves) are very long, shallow, high-velocity ocean waves usually generated by earthquakes. Most seismic sea waves experienced locally have been within the normal tidal range and have had few noticeable effects. The greatest recorded tsunami in San Diego Bay had a recorded height above still water of 4.60 feet in 1960. The potential for seismic sea upswelling damage to land areas adjacent to San Diego Bay exists but has not been quantified. Tsunamis generated by very distant offshore earthquakes have been dampened by the wide offshore continental shelf before reaching San Diego. The San Clemente Fault, which shows evidence of vertical separation parallel to the coastline, could generate a seismic wave at the coast. It

damage to land areas adjacent to San Diego Bay exists but has not been quantified. Tsunamis generated by very distant offshore earthquakes have been dampened by the wide offshore continental shelf before reaching San Diego. The San Clemente Fault, which shows evidence of vertical separation parallel to the coastline, could generate a seismic wave at the coast. It would likely be manifested in the bay by a gradual upswelling of sea water. Associated currents could be strong enough to damage structures in the water or along the coastal shoreline.

Seiches are also a potential at NASNI. A seiche is an earthquake-induced wave occurring in a confined or embayed body of water. Potential seiches in San Diego Bay are estimated in the FEIS (to have maximum heights above the still water level between 6 and 12 feet and a natural period of 20 to 30 minutes.)

The MWSF floor slab includes a monolithically cast curb or berm completely surrounding the slab perimeter. This provides secondary containment for liquids released within the facility. The curb also serves as a barrier to surface water outside the facility which would flow towards or into the storage area in the event of high water from seiche or tsunami.

The Seismic Hazards Assessment in the FEIS indicates a maximum sea level rise from seiche or tsunami to be 6.40 ft for a 100 year return period.

The MWSF design documentation shows a finished floor elevation of 14.25 ft MLLE. The addition of the curb extends up an additional 10 inches (approximately .83 ft). This makes the elevation of the curb approximately 15.08 ft MLLE.

Navy data on tide levels in the San Diego Bay shows the average high tide to be approximately 7.60 ft MLLE. The estimated high water elevation during a seiche or tsunami at NASNI was determined to be 14.00 ft MLLE. This was done by adding the estimated maximum (6.40 ft) expected rise above still water from seiche or tsunami to 7.60 ft MLLE, the average high tide in the San Diego Bay area. By comparing the elevation of the estimated high water mark in the event of seiche or tsunami to the elevation of the finished berm, DTSC has determined the potential high water level to be approximately one foot below the berm elevation. Since the berm is continuous around the MWSF floor, one foot is unlikely that high water from seiche or tsunami would inundate the MWSF to cause releases of mixed waste to the environment. Since the only potential for flooding at the MWSF is

from seismic related flooding, DTSC has determined there could be no significant impact to the environment due to flooding at the MWSF.

Additional soils-related hazards include soil erosion. Storm or flood waters can cause soil erosion. The MWSF site will be graded and within a paved compound, surrounded by a chain link fence. Surface water run-off for the compound will come from building roofs and paved surfaces within the compound. There will be no planted landscaped areas. Therefore, soil erosion potential is limited to surface water run-on and run-off during construction.

Prior to beginning construction, PSNS must obtain a General Construction Activity Storm Water Permit from the San Diego Regional Water Quality Control Board (SDRWQCB). DTSC has determined that compliance with the SDRWQCB permit should prevent any significant water erosion of soils during construction.

Ref:(No. 3; SDRWQCB General Construction Activity Storm Water Permit)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[X]	[ ]	[ ]

2. AIR (Workbook; page 13)

Description of Environmental Setting:

The project area is located within the San Diego Air Basin (SDAB). The climate is mild and semi-arid, tempered by cool sea breezes. Temperatures are mild due to the moderating effects of the Pacific Ocean. The hottest and coldest months of the year are July and January, respectively. July maximum temperatures average in the mid 70s degree Fahrenheit (°F), while minimum temperatures drop into the low 60s. January maximum temperatures average in the mid 60s with minimums averaging in the upper 40s. The highest temperatures are generally associated with Santa Ana winds that occur during fall and winter. Temperatures above 90 °F or below 40 °F are infrequent. The average annual precipitation in the area is about 10 inches per year and can vary considerably from year to year. Ninety percent of the rainfall occurs mainly in the winter months (November through April) as cold fronts pass through the area. Summer and fall intrusions of subtropical moisture occasionally occur but rainfall is not generally significant. The prevailing wind direction is from the west-northwest with an average speed of 6.7 miles per hour. Night and morning fog is common throughout the year.

The Federal Clean Air Act, enforced by the U.S. Environmental Protection Agency (US EPA), established National Ambient Air Quality Standards (NAAQS) for human health for six criteria pollutants: sulfur dioxide, carbon monoxide, ozone, nitrogen dioxide, lead and respirable particulate matter (PM_{10}). NAAQS represent the maximum levels of background pollution considered safe to protect human health. These standards may not be exceeded more than once per year for an area to be considered in attainment of the NAAQS.

The Federal Clean Air Act also allows states to adopt ambient air quality standards provided they are as stringent as the federal standards. The California Clean Air Act established California Ambient Air Quality Standards (CAAQS). The NAAQS and CAAQS are shown in Table 1. The California Air Resources Board has authority for establishing CAAQS and has designated the San Diego Air Pollution Control District (SDAPCD) as the local agency for enforcing the standards for stationary sources. The California Air Resources Board maintains regulatory authority over mobile source emissions statewide.

TABLE 1

NATIONAL AND CALIFORNIA AIR QUALITY STANDARDS

Objective	Measurement	National	California
PM_{10} - Particulate Matter Less Than 10 Microns			
To improve visibility & prevent health effects	Annual mean(2)	50 micro g/m³	30 micro g/m³(4)
	24 hour concentration(3)	150 micro g/m³	50 micro g/m³
Ozone			
To prevent eye irritation and breathing difficulties	One hour concentration(1)	0.12 ppm 240 micro g/m³	0.09 ppm 180 micro g/m³
Nitrogen Dioxide			
To prevent health risk and improve visibility	Annual(4)	0.053 ppm 100 micro g/m³	-----
	One hour	-----	0.25 ppm 470 micro g/m³
Sulfur Dioxide			
To prevent increase in respiratory disease, crop damage, and odor problems	Annual mean(2)	0.03 ppm 80 micro g/m³	-----
	24 hour mean concentration(3)	0.14 ppm 80 micro g/m³	0.04 ppm 105 micro g/m³
	One hour mean concentration	-----	0.25 ppm 655 micro g/m³
Carbon Monoxide			
To prevent carboxyhemoglobin levels greater than 2%	8 hour mean concentration(3)	9 ppm 10 micro g/m³	9 ppm 10 micro g/m³
	One hour concentration(3)	35 ppm 40 micro g/m³	20 ppm 23 micro g/m³

Objective	Measurement	National	California
Lead			
To prevent health problems	30-day	-----	1.5 micro g/m³
	3 month mean concentration(2)	1.5 micro g/m³	-----

ppm - parts per million
micro g/m³ - micro grams per cubic meter

(1) not to be exceeded on more than one day per year, average over 3years

(2) not to be exceeded

(3) not to be exceeded more than once per year

(4) Annual Geometric Mean

The SDAB is in compliance with national and state ambient air quality standards for sulfur dioxide, nitrogen dioxide, and lead. The SDAB is also in compliance with national air standards for respirable particulate matter (PM_{10}). The threshold (de minimis) levels for requiring a conformity determination in the SDAB are as follows:

Pollutant	Tons per year
Carbon Monoxide (CO)	100
Oxides of Nitrogen (NO_x)	50
Reactive Organic Gases (ROG)	50

In San Diego, the above levels are contained in a planning document known as the Regional Air Quality Strategy (RAQS). A project's contribution to regional air quality impacts is currently evaluated based upon whether the project would be consistent with the RAQS. Inconsistency with the RAQS would be considered to result in regional significant impacts.

Ref: (No. 1, Section 3.3.4; No. 2; No. 3, Vol 1)

2.2 Analysis of Potential Impacts:

2.2.1 Project Activities Affecting Air Quality:

The project has no major stationary sources producing air emissions. There will be excavation and grading for facility foundation and installing underground utilities. There will also be vehicle emissions during construction, operation and closure activities.

2.2.2. Environmental Significance Criteria:

* Construction emissions which exceed:
  2.5 tons/quarter or 75 lbs/day for ROG
  2.5 tons/quarter or 100 lbs/day for NO_x
  24.75 tons/quarter or 550 lbs/ for CO
  6.75 tons/quarter or 150 lbs/day for PM_{10}
  6.75 tons/quarter of SO_x

* Operation emissions which exceed:
  55 lbs/day of ROG
  55 lbs/day of NO_x
  550 lbs/day of CO
  150 lbs/day of PM_{10}
  150 lbs/day of SO_x

Measurable increases exceeding one ppm for the one hour CO state standard and 0.45 ppm for the 8 hr CO state standard.

2.2.3. Discussion of Potential for Adverse Environmental Effects:

Impacts from air emissions during MWSF construction and operation will be insignificant because they will be limited to temporary impacts from excavation and grading for the facility's foundation and installing underground utilities. There will also be vehicle emissions during construction, operation, and closure activities. Due to the small size of the MWSF, air emissions from construction material delivery vehicles, construction equipment, and mixed waste shipping vehicles are expected to be well below the significance criteria identified. These air impacts are similar to the impacts related to construction of the DMF. Section 4.3.4.2.1 of the 1995 FEIS discussed the air impacts of the homeporting of one NIMITZ class aircraft carrier including construction of the DMF. Types of equipment and vehicles that will be used during construction of the DMF include graders, concrete trucks, and other heavy diesel equipment and

trucks. Diesel is the most common type of fuel used by construction equipment. In general, diesel-powered equipment emits more NO_x, SO_x, and PM_{10} compared with equivalent gasoline-powered equipment which emits more hydrocarbons and carbon monoxide. Mobile equipment such as trucks and graders are not required to undergo a New Source Review under SDAPCD rules.

The 1995 FEIS calculated the fugitive dust emissions associated with construction of the entire DMF to be 0.33 tons per month or 27 pounds per day based on a construction site of 20 acres. This is below the significance level of 150 pounds/day for PM_{10}. However, dust control measures at the site could be triggered if emissions are above the SDAPCD Best Available Control Technology threshold of 10 pounds per day for PM_{10}.

The 1995 FEIS also calculated emissions of NO_x from heavy equipment and found that these emissions exceeded the significance threshold of 50 tons per year for 1996. Because the NO_x emissions exceeded the emissions threshold, air dispersion modeling was performed. The results of the modeling indicated that the worst-case annual impacts would result in an ambient concentration of 0.049 ppm of Nitrogen Dioxide including background levels. The 1995 FEIS predicted the worst case impacts to be below the significance criteria of 0.053 ppm. Emissions of all other pollutants for all other years were also concluded to be below the significance level and therefore, the impact on air quality is not significant. Since the 1995 FEIS has already evaluated the impact on air quality from the entire DMF construction project (which includes the MWSF) and found the impact on air quality to be below the significance level, the impact on air quality from construction of the MWSF would also be below the significance level.

All mixed wastes to be handled and stored at the MWSF are sealed in plastic and placed in drums or bins. The drums and bins are closed at all times except during periods when wastes are consolidated or during inspections. No air emissions are expected during normal waste handling operations.

Mechanical equipment operating at the MWSF is limited to ambient air fans which are electrically driven. The MWSF is used solely for storage and consolidation of mixed wastes sealed in plastic and is managed in accordance with applicable regulations under the authority of the Atomic Energy Act and the Nuclear Waste Policy Act. The potential for health risks from radioactive constituents in the mixed waste is evaluated in Section 14 of this Initial Study (Public Health and Safety).

DTSC has determined that impacts to air from the MWSF project to be less than significant.

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[X]*	*[ ]*

3.0 SURFACE AND GROUND WATER (Workbook; page 17)

3.1 Description of Environmental Setting:

The MWSF project area is within the Coronado Subunit of the Otay Hydrographic Unit as defined by the SDRWQCB's Basin Plan. The Coronado Subunit consists of the Coronado Peninsula which includes NASNI, the City of Coronado, and the Silver Strand. The Coronado Subunit consists of approximately 5,300 acres, most of which is developed for military, residential, commercial, and recreational uses. According to the 1991 NASNI Master Plan, there is no industrial (except military) or agricultural use within the subunit and none are planned.

No natural drainage basins, surface impoundments or surface water sources exist within the Subunit. Drainage at NASNI is controlled by a series of man-made collection basins and storm sewers that discharge into San Diego Bay or the Pacific Ocean. Some of these discharges are monitored on a quarterly basis to ensure compliance with a permit or permits issued by the SDRWQCB.

Groundwater at NASNI is located from 4 to 25 feet below ground surface (bgs). The depth to groundwater at the MWSF site varies with the tide from 7 to 12 feet bgs. The groundwater flow is west to northwest at about 13 to 19 feet per year. There are no existing or designated beneficial uses for either groundwater or surface water within the Coronado Subunit. All of the drinking water used at NASNI is imported from the City of San Diego via a single pipeline across the bay.

Groundwater at certain areas of NASNI is contaminated with Volatile Organic Carbons (VOCs). A 1996 DTSC Remedial Action Plan for Installation Restoration Program (IRP) Site 9 at NASNI identified VOC contamination in soil and groundwater. There are other known and potentially contaminated groundwater sites at NASNI. Contamination at some of these sites resulted from releases of hazardous wastes or constituents from solid waste management units (SWMUs) or hazardous waste management units (HWMUs) at NASNI. Pursuant to California Health and Safety Code (H&S Code) Sections 25187 and 25000.10, corrective action is required to investigate and remediate all releases of hazardous wastes or constituents.

On May 30, 1997 the DTSC issued a Corrective Action Order (Docket No. HWCA PA 96/97-006). The Corrective Action Order (CAO) identifies contaminated or potentially contaminated sites as SWMUs. The CAO identifies 135 SWMUs at NASNI.

The DMF including the MWSF is located in the same area as IRP/SWMU Site 12. Groundwater at Site 12 contains low concentrations of petroleum hydrocarbons and metals from the Navy's operation of an underground pipeline which supplied a fueling station at NASNI. In the 1950's a major leak was discovered and subsequent cleanup efforts were taken to recover free phase gasoline from the groundwater. The site was designated as a SWMU by DTSC. DTSC delegated oversight of the cleanup to the SDRWQCB under authority of the Porter-Cologne Act because the contamination was from petroleum product releases.

Several studies of the IRP/SWMU Site 12 area were ordered by the SDRWQCB. In 1983 an Initial Assessment Study was conducted. In 1989 a RCRA Facility Assessment (RFA) was conducted which recommended a Phase I RCRA Facility Investigation (RFI) be completed. In 1991 and 1993, Phase I and Phase II Site Inspection/RCRA Facility Investigations (SI/RFI) were conducted. In 1995 Dames and Moore conducted a geochemical investigation in the general area for MCON Project P-701 for the Controlled Industrial Facility. Based on available information, including the current land use, SDRWQCB staff determined the petroleum hydrocarbons remaining at the site do not exceed acceptable cleanup levels for the protection of human health or the environment. This finding was made by the SDRWQCB and presented to the NASNI Commanding Officer in a letter from the SDRWQCB dated February 13, 1996. The DTSC concurs with this finding.

Ref:(No. 3, Section 3.1.1.21)

3.2 Analysis of Potential Impacts:

3.2.1. Project Activities Affecting Surface or Ground Water

Storm water runoff during construction and operation of the MWSF will discharge to the San Diego Bay. Once constructed, water discharges will be restricted to rain water runoff from the facility roof and the paved area of the DMF including the area surrounding the MWSF. Prior to starting construction, PSNS must obtain discharge permits from the SDRWQCB for all stormwater water discharges from the MWSF.

3.2.2. Environmental Significance Criteria

* Substantial degradation of water quality that would exceed the industrial discharge requirements of the RWQCB.

* Substantial interference with groundwater recharge or potential depletion of groundwater used for beneficial purposes.

3.2.3. Discussion of Potential for Adverse Environmental Effects:

The groundwater at the MWSF site has no designated beneficial use. There are no domestic plumbing fixtures other than an emergency eye wash/shower in the MWSF. There will be no required sewer connections or other domestic water discharges. Drainage within the MWSF would be limited to spilled material and water from the emergency shower or eyewash when used. All drainage is to a blind floor sump within the MWSF. Accumulated liquids from the floor sump would be pumped periodically, containerized and managed appropriately.

Prior to beginning construction and operation of the MWSF, PSNS must comply with the storm water discharge requirements of the Federal Clean Water Act. This entails meeting the requirements of at least two General Discharge Permits from the SDRWQCB, one for storm water discharged during construction and another for industrial activities during MWSF operation. In the event that dewatering during construction is necessary, a third General Permit for discharges of the groundwater to San Diego Bay will be also be required.

DTSC has determined that compliance with the identified water discharge requirements prior to beginning construction activity will be sufficient to prevent significant adverse impacts to ground or surface water from construction, operation, and closure of the facility.

Ref: (No. 3, Section 3.1.1.2; No. 4)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[X]	[ ]

4. PLANT LIFE (Workbook; page 20)

4.1 Description of Environmental Setting:

The MWSF will be located within the DMF compound. The DMF compound area is graded and void of vegetation. Land surrounding the DMF project area is highly developed with roads and buildings. Plant life is predominantly ornamental trees, shrubs and lawn. A golf course exists at the southeast corner of Coronado Island which provides a lush open area as well as a buffer between the military facilities on NASNI and the community of Coronado.

There are no threatened and/or endangered plant species at the MWSF project site. However, two sensitive plant species were identified by NASNI biologists along the bay side of Moffet Road approximately 1900 feet west of the MWSF project site. These plant species were identified as follows:

Nuttal's lotus: A federal Category 2 candidate species and recognized by the California Native Plant Society (CNPS) as declining precipitously. This species is restricted to coastal strand and beach habitats in western San Diego County and Baja, California. There were approximately 100 plants observed in late August 1995.

Coast Woolly-head: Identified on the California Department of Fish and Game (CDFG) Special Plants List. It is rare in California but more common elsewhere. It is found in the same habitats as the Nuttal's lotus. Approximately 125 plants were detected in late August 1995.

Ref:(No. 3; 1997 CDFG NDDB RAREFIND)

4.2 Analysis of Potential Impacts:

4.2.1 Project Activities Affecting Plants

During construction, there will be excavation, grading, and paving. Facility closure activities include drilling for environmental sampling and possible facility demolition and grading.

4.2.2 Environmental Significance Criteria

4.2.2 Environmental Significance Criteria

* Impacts that substantially affect species listed as threatened or endangered by state and/or federal resource agencies.

* Impacts to sensitive habitats including those that serve as concentrated breeding or foraging areas and are limited in availability and habitats that support substantial concentrations of one or more sensitive species.

4.2.3. Discussion of Potential for Adverse Environmental Effects

No impacts to plant life are anticipated since the MWSF project site is graded and void of any vegetation. In addition, no impacts to marine plant life are anticipated since the MWSF project will be operated entirely on land. The immediate vicinity of the MWSF will be paved and will not be suitable habitat for endangered or threatened marine plant life.

Ref: (Conversation with Bill Paznokas, CDFG, February 18, 1998)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[ ]*	*[X]*

5. ANIMAL LIFE (Workbook; page 22)

5.1 Description of Environmental Setting:

There are no known sensitive invertebrate, amphibian, reptile, or land mammal species at the MWSF project site due to its highly developed nature. However, features of the bay shoreline (approximately 100 feet from the MWSF) are frequently used by water birds for roosting, sheltering and nesting. These include mud and sand flats, sandy beaches, subtidal and open water habitats, as well as sandy and rocky shorelines.

Twenty one (21) waterbird species, considered sensitive by federal, state, or local governments, were recorded during recent surveys ordered by the Navy in San Diego Bay between Ballast Point and the Sweetwater River mouth (see Table 3.2-1, Ref. No. 1). Of this total, twelve (12) sensitive species were documented within the MWSF project area. These species include the California Brown Pelican, California Least Tern, Elegant Tern, Double-Crested Cormorant, Common Loon, California Gull, Great Blue Heron, Great Egret, Snowy Egret, Western Grebe, Clark's Grebe, and Forster's Tern. All except the two Grebe species are considered sensitive only at their breeding colonies which are not within the MWSF project area.

Nine additional sensitive waterbird species were observed during the north and central San Diego Bay January to December 1993 surveys but were not detected during surveys of the MWSF project area. These include the Black-Crowned Night Heron, Western Snowy Plover, Long-Billed Curlew, Rhinoceros Auklet, Osprey, Gull-Billed Tern, Caspian Tern, Black Skimmer, and the American Peregrine Falcon.

The Burrowing Owl is a resident breeding bird at NASNI. The Burrowing Owl is a federal Category 2 candidate species and a CDFG Species of Special Concern. In 1995, a pair of Burrowing Owls, producing an unusually large clutch of six eggs, nested in a complex of burrows north of Chemical Disposal Area IRP/SWMU (see Figure No.3.3-21 of the FEIS) a little over one mile southwest of the MWSF project area. Six burrows located at IRP site 9 were used by this pair. A second active burrow complex and an unoccupied burrow complex were also observed at IRP site 9. The owls were members of one of three subcolonies on NASNI. When combined, these sub-colonies make up one of the largest burrowing owls nesting colonies in the coastal Southern California. The owl burrows at IR Site 9 have been relocated to another area of NASNI pursuant to CDFG guidelines as described in the CEQA Mitigated Negative Declaration (SCH# 96011070) for contaminated soil remediation.

To augment existing biological information, the Navy assessed the overall condition of shallow subtidal bay habitats that may be affected within the MWSF project area. The assessment was conducted in accordance with National Marine Fisheries Service (NMFS 1991) guidelines between June 17 and July 12, 1993. The primary objective of this assessment was to survey the eelgrass meadows in the project and adjacent reference areas to determine the extent of the meadows, and the density of the eelgrass within those meadows. Eelgrass is a valuable resource in southern California bays and estuaries. It provides habitat for numerous species of algae, invertebrates and fish, a nursery area for juvenile fish, foraging habitat for the endangered California least tern, and may act as a buffer to shoreline erosion that results from both natural and vessel generated waves.

Descriptions of epibenthic algae, fish, and macroinvertebrate assemblages at the homeporting project site are based on qualitative observations noted during the 1993 eelgrass surveys. Only a few species of algae were encountered during the surveys. This was due primarily to the lack of appropriate hard substrate for algae to grow on. The algae most commonly encountered was the spaghetti-like red algae *Gracilaria verrucosa*. Sargasso seaweed (*Sargassum muricum*) was commonly encountered, but only on hard substrate along the sides of the turning basin.

The most abundant macroinvertebrate groups observed in the soft-bottom habitat were molluscs and polychaete worms. The introduced Japanese mud mussel (*Musculista senhousia*) was common in the study area and probably dominates the biota in terms of biomass (weight of organisms). This mussel is common throughout San Diego Bay in muddy substrates not dominated by eelgrass.

In the homeporting project area very small upright polychaete tube worm were ubiquitous on subtidal mud substrates not dominated by eelgrass. Numerically, they were more common than the mussels, but owing to their small size, they provide little biomass to the system. Another very common invertebrate was the glass palm hydroid (*Corymorpha palma*), a small transparent jellyfish-like animal that contains very little biomass. Corymorpha was seen along all but three transacts. Another hydroid commonly seen was the mud-tube anemone. Several other macroinvertebrate species occurred at moderate to high densities including: the Western mud whelk, the bubble snail and its major predator, the large sea slug (most common in the vicinity of eelgrass but occurred throughout the project area), and the parchment tube worm. The California spiny lobster was the only arthropod commonly found and only where appropriate substrate was encountered such as

large holes. At least one species of sea squirts was observed along all transects. The most common were *Styela bamharti* and *Styela plicata*.

Numerous fish were observed during the 1993 Navy assessment. Recreational and commercially important fish species observed included California halibut, barred and spotted sand bass, and kelp bass. Barred and spotted sand bass were both encountered along every transect at the project site. Halibut were less common but seen throughout the study area. Round stingrays, a nonsport species, were found along most of the transects and were at times common enough in shallow water to be a safety hazard to the divers. Kelp bass, gobies, opaleye, perches, rock wrasse, and young giant kelpfish were all present or commonly seen along the nearshore transects, but were seldom if ever, seen farther from shore. Schools of baitfish were seldom encountered in the MWSF project area. Those seen were identified as species of anchovies and topsmelt.

No marine mammals were observed during the site-specific surveys.

Ref: (No. 3, Vol 1, Section 3.2; No. 6)

5.2 Analysis of Potential Impacts:

5.2.1 Project Activities Affecting Animals:

During construction, there will be excavation, grading, and paving. Facility closure activities include drilling for environmental sampling and possible facility demolition and grading.

5.2.2 Environmental Significance Criteria

* Impacts that substantially affect species listed as threatened or endangered by state and/or federal resource agencies.

* Impacts to sensitive habitats including those that serve as concentrated breeding or foraging areas and are limited in availability and habitats that support substantial concentrations of one or more sensitive species.

* Creation of altered or mutated forms of life.

* Introduction of new species in the area, or encourage or inhibit the movement of animals.

5.2.3 Discussion of Potential for Adverse Environmental Effects

The MWSF site is located at least 200 feet from the shoreline within the DMF compound. It is not likely the MWSF building structure potentially would be used by water birds as roosting locations because of the relatively low profile of the building and the industrial/urban character of the immediate surroundings. The risk of harm or disturbance to animals or their habitats from construction and operation of the MWSF are negligible. Therefore, DTSC has determined that impacts to animal species from construction or operation of the MWSF are less than significant.

Ref: (No.3, Vol 1, section 4.2)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[X]*	*[ ]*

6. LAND USE (Workbook page 34)

6.1 Description of Environmental Setting:

NASNI is a federal naval installation located partly within the City of Coronado and partly within the City of San Diego (see Reference 1, Figure 3.3-1). The Land Use Map in the City of Coronado's General Plan designates those portions of NASNI located within the city as "military". The City's Land Use Element states that NASNI is not under the land use jurisdiction of the city and that the city's land use designations are advisory. Lands within the city and adjacent to NASNI's southeastern boundary are designated and zoned by the city primarily for varying densities of residential development. The City of San Diego General Plan designates its portions of NASNI as military and as future urbanizing area.

The MWSF is located within the DMF compound, adjacent to the CIF and Maintenance Support Facility (MSF) buildings. Land uses in the vicinity of the DMF compound at NASNI include navy administration, housing areas, and training (see Reference 1, Figure 3.3-4).

The 1991 North Island Master Plan is the Navy's land use planning document for NASNI. NASNI's land use, by function, is summarized on Figure C6 of the 1991 NASNI Master Plan. The greatest amount of land area at NASNI is used for operations such as air operation facilities, training facilities, run-up operations, and ship berthing. Other land uses include airfield pavement, aircraft and ship maintenance supply, weapons, medical, administration, housing, recreation, community support, utilities and open space.

The San Diego Unified Port District (SDUPD) Port Master Plan contains SDUPD's official planning policies for the physical development of the tide and submerged lands under its jurisdiction. The historic tidelands around NASNI have been deeded to the federal government. The SDUPD has no regulatory authority over these lands.

Regional land use is shown in Figure 3.2-2 of the 1995 FEIS and includes other military installations, commercial and residential development in the cities of San Diego and Coronado, industrial and recreational development along the shores of San Diego Bay, and Lindberg Field a regional commercial airport.

Ref: (No.3, Section 3.3.1)

6.2 Analysis of Potential Impacts:

6.2.1 Project Activities Affecting Land Use

Construction of the MWSF

6.2.2 Environmental Significance Criteria

* Substantial conflicts between proposed land use and the local land use authority or the Navy Master Plan for NASNI.

* Substantial interference between proposed land use and existing adjacent land uses.

6.2.3 Discussion of Potential for Adverse Environmental Effects

The proposed project is consistent with proposed land uses identified in the 1991 NASNI General Plan and applicable local and regional planning documents. The project will not meet or exceed the environmental significance criteria identified above. Therefore, the DTSC has determined there will be no significant environmental impacts to land use due to construction, operation, or future closure of the MWSF.

Ref No: (No. 6)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[ ]*	*[X]*

7. NATURAL RESOURCES (Workbook; page 25)

7.1 Description of Environmental Setting:

Groundwater at NASNI has been designated as "no potential for beneficial use" by the RWQCB. There are no known natural gas, oil or other mineral reserves at NASNI.

Ref: (No. 6)

7.2 Analysis of Potential Impacts:

7.2.1 Project Activities Affecting Natural Resources

Construction and operation of the MWSF

7.2.2 Environmental Significance Criteria

* Use of fuel, energy, minerals, water or other natural resources in a wasteful manner.

* Hinder the extraction of necessary natural resources, including minerals.

7.2.3 Discussion of Potential for Adverse Environmental Effects

Construction, operation and closure of the MWSF will not involve the use of fuel, minerals, or other resources. There are no known natural gas, oil, or other mineral reserves of the MWSF project site. Therefore, DTSC has determined the project will have no impact on natural resources.

Ref:(No. 4; No. 6)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[ ]*	*[X]*

8.0 RISK OF UPSET (Workbook; page 26)

8.1 Description of Environmental Setting:

The project area is located approximately 200 feet from the San Diego Bay shoreline at approximately 7.5 foot elevation above mean sea level. The MWSF site is on artificial fill with potential for liquefaction. As noted in Section 1.1 of this Initial Study, the MWSF is subject to seismic risks. The analysis examined the potential for structural damage from a credible seismic event and flooding due to seiche or tsunami. These seismic concerns will be mitigated through MWSF design features specified by professional engineers registered by the state of California.

The fill material at the site is unlikely to contain unexploded ordnance. The site was built from hydraulic fill from San Diego Bay in the 1920s. Although the fill was not screened for ordnance, the area was previously used as a hanger facility for sea planes and has no history of use as a storage or disposal facility of ordnance. In addition, no ordnance was encountered during preliminary site work or construction of the adjacent CIF building.

There is substantial air traffic in the project area. NASNI is a military air facility. It is located approximately 2.5 miles south of the San Diego International Airport (Lindbergh Field). However, the project location is not within the ground or air traffic circulation patterns of the airfield.

The MWSF will consist of a concrete masonry and steel truss building (measuring 42 feet by 54 feet) and a concrete loading/unloading area (measuring 54 feet by 20 feet). The inside perimeter of the building is fitted with a 10-inch concrete berm to prevent any spills from leaving the MWSF. This berm will provide approximately 12,754 gallons of secondary containment. The entrances are protected by concrete ramps and/or platforms with adjoining steps. The floor of the storage area slopes inward from the berms toward a blind floor sump with no drain. Any spills or leaks flow by gravity to the floor sump. If liquids drain to the sump, they will be removed by using a portable pump or absorbent. The liquid would then be placed into approved containers, then characterized and handled appropriately.

The floor of the MWSF will consist of a 8.5-inch thick concrete slab on grade covered with impervious epoxy coating. The slab is reinforced with 0.75 inch diameter rebar on 6 inch center in two directions to prevent

crack opening or movement. The slab is underlain by a 2-inch layer of sand and a 4-mil polyethylene vapor barrier sheet.

The permit, if approved, would allow the storage of up to one hundred 55-gallon drums, eight metal storage boxes, or any combination of such containers not to exceed 5,500 gallons in total volume. The metal storage boxes will hold the volume of approximately 12 fifty-five gallon drums (660 gallons).

Mixed wastes may be generated by depot maintenance activities for the nuclear aircraft carrier to be ported at NASNI and by maintenance of nuclear powered submarines at SUBASE at Point Loma, California. Because the number of processes capable of generating mixed waste is limited, the number of mixed waste streams produced is also limited. This limits the variability in waste composition and minimizes the potential for incompatible wastes to be introduced to the mixed waste stream. The Navy has identified 15 waste streams that may be generated as a result of their maintenance operations at NASNI. These waste streams are shown in Part III, Table III in the Part B application. Approximately four cubic meters or the equivalent of twenty 55-gallon drums of mixed waste are expected to be received at the MWSF annually. Approximately one cubic meter of this will be generated at the SUBASE at Point Loma.

After mixed waste is generated, it must be characterized prior to being brought to the MWSF. Process knowledge is generally used to characterize the mixed waste because the processes generating mixed waste are well-known. If process knowledge cannot be used to characterize the mixed waste item, that item is individually evaluated and characterized for final designation. The mixed waste profile package is used to provide any additional instructions necessary to disassemble, decontaminate, or segregate the mixed waste item.

Waste characterization is completed at the point of generation. The mixed waste is then sealed in heavy duty, fire retardant plastic bags. To ensure consistency in waste characterization practices, SUBASE is required to enter into a mixed waste transfer agreement with the Depot Maintenance Facility prior to mixed wastes being brought to the MWSF for storage. The agreement will be consistent with the MWSF permit condition which designates waste hauling routes through the City of Coronado and peak traffic hour hauling restrictions.

Operations at the MWSF are limited to consolidation and storage of these sealed mixed wastes. Storage of incompatible wastes is not permitted

at the MWSF. Liquid wastes are stored in plastic bottles and placed within 55-gallon drums. Drums will be stored on pallets and stacked no more than two high. Drums or metal boxes with liquid mixed wastes will not be double stacked. Pallets of four drums will be secured with a minimum of 3 bands when moved into the MWSF. All drums and metal boxes containing mixed wastes in the MWSF will be kept closed except when consolidating compatible wastes or during inspections.

Mixed wastes will arrive at the MWSF on trucks. Mixed waste received from the CIF may be carried by hand, utility van, or stake bed truck. Forklifts are available at the MWSF for unloading containerized wastes and placing them into designated areas. A drum grabber, a pallet jack and a drum dolly are also available for moving mixed wastes at the MWSF.

Emergency response at NASNI is provided through the Federal Fire Department and the NASNI Security Department. The Federal Fire Dept conducts MWSF inspections to maintain familiarity with the site and to ensure compliance with fire and safety regulations. All staffing and response times are consistent with the DOD Instruction 60.555.5. The NASNI fire stations have a mutual aid agreement with the City of Coronado and the City of San Diego. The agreement provides for unobstructed access to federal enclaves, including NASNI by City of Coronado fire fighting units to respond to a call. The agreement also provides that the Federal Fire Department or City of Coronado fire department assist in responding to fire protection emergencies which occur geographically closer to the emergency unit.

A Hazardous Materials Unit from the 32nd Street Naval Station is on call for NASNI.

Ref: (No. 3, Section 3.2; No. 6; 5-8-95 MOU for Reciprocal Fire Fighting Assistance; Conversation, with the NASNI Staff Civil Engineer 2/17/98; No. 4)

8.2. Analysis of Potential Impacts

8.2.1 Project Activities Affecting Risk of Upset

Accidental releases of mixed wastes caused from handling, transport or storage of mixed waste or releases associated with a natural disaster such as flooding or an earthquake. There could be loss of electrical power or other utility failures due natural disaster or infrastructure capacity being exceeded.

8.2.2 Environmental Significance Criteria

* Substantial disruption of emergency response plans or emergency evacuation plans.

* Accident analyses results indicating exceedances of chemical specific Level of Concerns (LOC) values for residential populations.

* Create new or different hazards requiring specialized response equipment to reduce or prevent the hazard from occurring.

8.2.3 Discussion of Potential for Adverse Environmental Effects

The use of soil vibro-replacement (compacted column foundation system) seismic design features would prevent major structural damage or building collapse in a credible earthquake at the MWSF. MWSF construction specifications provide for adequate structural integrity and sealing of the building's floor and drainage sump to prevent releases of spilled materials on soil, groundwater or surface water from the MWSF.

The MWSF has a minimum floor height above the 100 year flood zone elevation of 10 ft. msl at NASNI. This will minimize the potential for the MWSF to be inundated by flood waters during a seiche or extreme storm combined with a credible seismic event.

The possibility of mixed waste being released during an earthquake is considered minimal. If a drum should tip over, it would not release its contents because:

1) Waste in solid form are sealed in fire retardant packaging ;

2) Liquids are stored in plastic containers, sealed in fire retardant plastic bags, and closed steel drums; and

3) Drums with liquids will not be double stacked.

As a part of the DTSC permitting process, PSNS was required to prepare a health risk assessment to determine the proposed project's impacts to human health. This risk assessment is titled Final Analysis of Airborne Hazardous and Radioactive Constituents from Normal Operations and Accident Scenarios for the Mixed Waste Storage Facility Proposed for Naval Air

Station North Island, March 1998. It analyzed the potential effects of hazardous and radioactive constituents of mixed waste on human health from normal MWSF operations and accidental release scenarios. The following four scenarios were assumed in this analysis:

* Normal operations
* Fire at the MWSF
* Spill at the MWSF
* Off-site transportation vehicle fire

The analysis found that there would be no effects to public health from normal operations because no discharges or emissions of mixed waste are expected during normal operations at the MWSF. There are no discharge paths that lead from the interior to exterior other than fans on the building roof for air circulation. There are no emission sources from the MWSF, e.g. fume hoods or stacks. DTSC concurs with the analysis and has concluded that there would be no potential adverse impact to public health from the MWSF.

For the three accident scenarios, assuming worst case conditions in accordance with 40 CFR Part 68 for hazardous constituents, the estimated cumulative impacts were found to be insignificant.

The methods and parameters for the health risk analysis for the radioactive constituent portion of mixed waste used the same methodology as used in the 1995 FEIS with one exception. The source term (quantity of radioactivity) is estimated based on data from similar mixed waste generated or stored at Puget Sound Naval Shipyard in Bremerton, Washington. This results in a source term less than that in the 1995 FEIS because the FEIS evaluated a fire at the entire Depot Maintenance Facility would involve larger quantities of radioactivity. The results for the radioactive constituents indicate that excess cancer risks are not expected, even for these hypothetical accidents involving worst case conditions. This risk assessment was evaluated for accuracy by DTSC's Human and Ecological Risk Division and the California Department of Health Services' Radiologic Health Branch, and was accepted as being technically accurate.

In the chemically hazardous constituent analysis, 17 chemicals that could potentially cause a health hazard were evaluated. These chemicals were chosen based on the chemical constituents of the waste and their potential health hazards. "Level of concern" concentration (or concentration of a chemical to which an individual may be exposed without

experiencing health effects) was calculated for each of the 17 chemicals using: (1) ERPG-2 Emergency Response Planning Guidelines developed by the American Industrial Hygiene Association or (2) one tenth of the Immediately Dangerous to Life and Health levels published by the National Institute for occupational Safety and Health. The analysis estimated the concentration of hazardous constituents that an individual could be exposed to as a result of the hypothetical accident scenarios.

Assuming the worst case conditions, the estimated cumulative impacts from the release of chemically hazardous constituents for the three accident scenarios were found to be negligible. Therefore, the estimated cumulative health effects were found to be less than the significance thresholds established by U.S. EPA for adverse health effects.

Excess cancer risk associated with exposure to chemically hazardous constituents of the mixed waste was not evaluated in this risk assessment because prolonged or chronic exposure cannot occur. In addition, there is currently no established method to do so. As mentioned before, there are no discharge points such as drains for liquids to escape the MWSF. Additionally, no air emissions would occur during normal storage and handling operations at the MWSF because all wastes brought into the MWSF would be in sealed containers (bags, bottles, etc.) To evaluate excess cancer risk, an individual is assumed to be exposed to a particular chemical for a prolonged period of time (usually 70 years). In the case of the MWSF, this assumption would not apply and therefore, additional cancer risk from long-term exposure is not applicable.

An analysis was performed to determine the excess cancer risk associated with exposure to the radioactive component of the mixed waste due to an accidental release. The analysis concluded that the excess cancer risk is less than a one in one-hundred million (about 100 times less than the level regulatory agencies assume to be significant).

DTSC and other regulatory agencies (including U.S. EPA and the United States Department of Energy) assume that a cancer risk less than one-in-a-million is not significant for purposes of requiring additional, health-related mitigation measures. This level constitutes a de minimis risk, or one that is so small as to be effectively no risk.

It should be noted that using this "one-in-a-million" risk level does not mean that one out of every million people will contract cancer, but rather that there is an additional one-in-a-million change in addition to a person's normal risk of developing cancer over one's lifetime. Risk

assessments use several conservative assumptions, one of which is how long a person might be exposed to the chemicals of concern. The cancer risk results of the risk assessment represent the upper limit of possible additional cancer risk which, in reality, is probably less than the reported values and may even be zero.

There are also several circumstances that minimize accident potential in the identified scenarios. They are:

- no flammable gas or liquid existing inside or adjacent to the MWSF;
- except for vehicle fuel there would be no flammable gas or liquid transported;
- the MWSF will include a state of the art fire protection system, including sprinklers, audible alarms, and automatic notification to the federal fire department;
- solid mixed waste will be stored and transported in fire retardant coated sealed plastic bags within steel drums; and
- periodic inspections by MWSF operators and the federal fire department ensure no extraneous or combustible materials are in the MWSF.

Based upon the risk evaluation the proposed project would not pose a significant negative risk to the public health or the environment.

NASNI maintains a Command Disaster Preparedness Program which addresses public health and safety in the event of unexpected chemical, biological, and radiological releases on the base. In addition, there is a Contingency Plan which specifies emergency preparedness and response procedures at the facility. The California Code of Regulations, Title 22, Section 66264.56 specifies emergency procedures at hazardous waste facilities. These procedures include an emergency coordinator being designated prior to beginning facility operation. If there is an imminent or actual emergency situation, the emergency coordinator or their designee shall immediately activate internal facility alarms or communication systems and notify facility personnel. The appropriate State or local agencies with designated response roles are then notified, if needed.

The Navy does conduct environmental monitoring in locations where nuclear powered ships are homeported and serviced. Historically overhaul and maintenance of these ships have not resulted in any increase of background radioactivity levels. No Navy Nuclear Propulsion Program (NNPP) radioactive or mixed waste has ever been released to the environment as a result of shipment over public highways.

According to the 1991 NASNI Master Plan, the Navy also provides a directed Aviation Safety Program and an Occupational Safety and Health Program to minimize the potential of and provide effective response to air traffic and job related accidents on the base.

The Master Plan also describes the United States Department of Defense (DOD) Air Installation Compatible Use Zone (AICUZ) Program which is applied at NASNI. The AICUZ was established to guide land use development at military air facilities and protect surrounding civilian communities. The goal of the program is to reduce noise and accident potential and recommend criteria for compatible land use. Flight operations and accident history at NASNI were analyzed to construct accident potential zones as shown on Figure C-11 of the Master Plan. The MWSF are located outside all identified accident potential zones.

There will be no safety hazard created by construction, operation or closure of the MWSF for persons using the NASNI airfields, the San Diego International Airport (Lindbergh Field) because the MWSF project location is not within aircraft circulation patterns.

Impacts from construction and operation of the MWSF do not meet or exceed any of the identified significance criteria. Therefore, DTSC has determined the potential for adverse impacts in the event of upset conditions at the MWSF to be less than significant.

Findings:

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
[ ]	[ ]	[X]	[ ]

9. TRANSPORTATION/ CIRCULATION (Workbook; page 29)

9.1 Description of Environmental Setting

Traffic volume and circulation at NASNI fall under the purview of the NASNI Staff Civil Engineering Department which periodically analyzes the on-base transportation infrastructure when producing the NASNI Master Plan. The latest NASNI Master Plan was approved in 1991. The NASNI Master Plan identifies vehicular access gates, major roadways and parking areas. Transportation issues including parking shortages and traffic flow congestion are also identified in the 1991 Master Plan. Significant problems identified were a deficiency in on-base parking and traffic congestion during peak traffic hours at Bay Drive and Quentin Roosevelt Boulevard south of Flag Circle. The 1991 Master Plan also identifies strategies for resolving the identified transportation issues.

According to the FEIS, there has been a steady decrease in the population at NASNI due to military downsizing which has decreased NASNI's traffic 20-50 percent since the 1991 Master Plan was approved. Due to downsizing of the military, the Navy expects an additional net personnel loss of 330 personnel after the homeporting project is fully operational in 1999. This net personnel loss will be more during times when the DMF is on standby status (18 months out of the 24 month maintenance cycle for one aircraft carrier).

According to conversations arranged by PSNS with the NASNI Staff Civil Engineering Department, the next NASNI Master Plan due to be approved in 1999, will show that the parking shortages and areas of traffic flow congestion identified no longer exist. The new Master Plan will address the status of the implementation for the strategies identified the 1991 Master Plan for resolving transportation issues. The 1995 Homeporting FEIS concludes that traffic volumes in the future will be less than the traffic volumes identified in the 1991 NASNI Master Plan. Therefore the Homeporting FEIS does not address on-base traffic.

Currently all vehicles bound for NASNI must enter the City of Coronado via the Coronado Bridge or the Silver Strand(State Route 75). This has led to peak-hour traffic delays on Third and Fourth Streets, Orange Avenue and Ocean Boulevard. First Avenue and Alameda Boulevard have also been affected but to a lesser degree. Primary access from the bridge to NASNI is provided by the Third/Fourth Street one-way couplet. Third Street is one way with three lanes westbound and Fourth Street is one way with three lanes eastbound. The couplet is connected at the east end by Pomona Avenue

between Third Street and Fourth Street which has three lanes one-way northbound. The couplet is connected at the west by Alameda Boulevard which has three lanes one-way southbound.

The City of Coronado is considering alternative projects to implement which will affect how traffic will flow through the City of Coronado to NASNI. The Navy has agreed to construct compatible on-station transportation infrastructure to accommodate the City's preferred alternative.

Studies conducted by Linscott, Law & Greenspan were completed in 1992, 1993, and 1997 for traffic bound for and leaving NASNI through the City of Coronado. According to the 1997 study, average daily trips of vehicles entering NASNI along routes through Coronado is shown in Table 2 below:

TABLE 2
AVERAGE DAILY VEHICLES TRIPS ENTERING NASNI

Transportation Route	Number of Vehicles
State Route 75 incoming	40,870
State Route 75 outgoing	39,110
Ocean Boulevard West on Alameda	7,800
Ocean Boulevard East on Alameda	11,110

According to the Final Environmental Impact Report, City of Coronado General Plan Circulation Element, many street intersections and segments in the City of Coronado operate at a level of service (LOS) below D during peak hours. LOS E and F are considered acceptable during peak hours (from 7:00 a.m. to 8:00 a.m. and from 4:00 p.m. to 5:00 p.m.). Tables 3 and 4 summarize all the street intersections and segments with a LOS below E and F. Figure No. 11 in the Circulation Element shows the location of these intersections.

TABLE 3
INTERSECTION OPERATIONS WITH LOS BELOW D

NO	INTERSECTION	TYPE	TIME	LOS
1	Orange Avenue/Third Street	Signalized	AM peak hour	E
2	Orange Avenue/Fourth Street	Signalized	PM peak hour	E
3	Fourth Street/Alameda Boulevard	Signalized by police control	AM and PM peak hour	E
4	Alameda Boulevard/Third Street	Unsignalized	AM and PM peak hour	F
5	Pomona Avenue/SR75 (Orange Avenue)	Unsignalized	AM and PM peak hour	F
6	Glorietta Boulevard/Fourth Street	Unsignalized	AM peak hour	E

TABLE 4
STREET SEGMENT OPERATIONS WITH LOS BELOW D

#	Segments	LOS	Direction
1	Fourth Street between Glorietta Blvd/Pomona Ave.	F	Both
2	Fourth Street between Pomona Ave. and B Ave.	E	Eastbound
3	Silver Strand Blvd. between Amphibious Base and Pomona Ave	E	Both
4	Orange Ave between First/Third Street	F	Both

Approximately 100,000 trucks enter and leave NASNI annually. Trucks enter and exit NASNI according to routes adopted by the City Council of the City of Coronado, Resolution No. 6944, on May 1, 1990. The San Diego-Coronado Bay Bridge is the major east-west conveyance for trucks accessing the base. It ushers an average of 65,000 vehicles daily. There are two restrictions for transporting hazardous materials across the Bridge: 1) transport of explosives is prohibited; and 2) tank vehicles which are placarded "flammable" under U.S. Department of Transportation regulations whether loaded or empty are prohibited.

Circulation issues are identified and described on Figure D-8 of the Master Plan.

Ref: (No. 1; 3; 6)

9.2 Analysis of Potential Impacts:

9.2.1 Project Activities Affecting Traffic and Transportation

The MWSF project will generate additional traffic from construction equipment and material transport, worker commuting, and mixed waste transport MWSF. Approximately 3 trucks and other vehicles are estimated to be entering and leaving the MWSF site on a weekly basis during construction of the MWSF. MWSF traffic will continue at this level for approximately 20 weeks. After the MWSF becomes operational, the number of trucks associated with waste loads received and waste loads shipped off-site is estimated to be approximately of 6 annually. Approximately four

loads SUBASE and two shipped offsite from the MWSF for treatment or disposal.

9.2.2 Environmental Significance Criteria

* Increase in average daily trips greater than 500.

* Addition of project traffic that would result in an increase of 0.02 or greater in the maximum volume to capacity ratio for roads in the project vicinity.

* Decrease in Level of Service (LOS) to F conditions due to project related traffic.

* Project related traffic adding 50 or more peak hour trips to segment operating or projected to operate at LOS F.

* Substantially increase hazardous material or waste transportation within the vicinity.

* Substantially affect parking facilities or increase parking demand.

* Increase traffic hazards to motor vehicles, pedestrians, or bicyclists.

9.2.3 Discussion of Potential for Adverse Environmental Effects

The 1991 NASNI Master Plan shows no established road or intersection design standard based on capacity analysis to use for comparison with DTSC's significance criteria. NASNI roads are built to military standards which ensure adequate flow and load bearing capacity for military and civilian vehicles. Although there is significant congestion on the arterial roads and intersections approaching NASNI during peak commute times, on-base traffic is quickly disbursed as commuters move on to arterials and connecter streets. This provides smooth traffic flow on-base even during peak commute times.

A new four lane arterial to the DMF area connecting Quay Road and Roe Street will be built for the Homeporting project. This arterial and other road projects on-base will be compatible with the improvements resulting from implementation of the City of Coronado's preferred NASNI traffic realignment project. Until then, DMF trucks will enter NASNI through Gate

2 (off First Street) and follow Quay Road to the DMF. This allows DMF traffic to avoid the existing congestion on Quentin Roosevelt Road south of Flag Circle.

If the truck entrance is shifted to Third Street or McCain Boulevard, trucks will enter either Gate 2 or the Main Gate and turn right onto Colorado Road and then left onto Quay Road to the DMF. Based on conversations with NASNI's Staff Civil Engineer Department, the necessary improvements to extend Colorado Road to McCain Boulevard will be incorporated to be compatible with the City's preferred realignment alternative. This will ensure there are no circulation restrictions on base resulting from the homeporting project.

The relatively low volume of trucks (approximately 6 trucks annually received from SUBASE and 2 trucks annually shipped off-site from NASNI for treatment or disposal) associated with construction and operation of the MWSF is not expected to meet or exceed any of the identified significance criteria or appreciably affect traffic or circulation patterns in the City of Coronado or the San Diego Bay Area. However, to avoid exacerbating existing traffic conditions in Coronado, a special condition in the draft permit for the MWSF would prohibit PSNS from shipping or receiving mixed waste on routes other than those designated by the City of Coronado. Additionally, the permit requires that mixed waste shipments to or from the MWSF be prohibited during the hours of 7:00 a.m. to 8:00 a.m. and 4:00 p.m. to 5:00 p.m..

The traffic analysis in the 1995 FEIS for the homeporting project concluded that due to the expected overall reduction in personnel at NASNI until 1999, there will be no significant traffic impacts from the homeporting project. The DTSC concurs with the FEIS traffic analysis.

The MWSF is an ancillary part of the DMF for the homeporting project. With implementation of the proposed MWSF permit condition and the necessary on-base road improvements already identified above, the DTSC has determined traffic impacts from construction, operation, and closure of the MWSF would not exceed the above identified significance criteria. Therefore, impacts associated with traffic are less than significant.

Ref: (No. 6; No. 1; conversation with NASNI's Staff Civil Engineer Department, 3/11/98)

Findings:

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
[ ]	[ ]	[X]	[ ]

10. PUBLIC SERVICES (Workbook; page 31)

10.1 Description of Environmental Setting:

NASNI has a full range of public services including housing, educational, recreational, fire, security and medical facilities. These services are described in Section 3.3.8 of the 1995 FEIS. Emergency response capabilities are provided through the Federal Fire Department and the NASNI Security Department.

Public works functions at NASNI, such as road maintenance and waste management, are provided by the NASNI Public Works Center (PWC). PWC facilities at NASNI are concentrated in four locations (see Utilities Section 12 of this Initial Study for details on the PWC.)

Ref: (No. 3, section 3.3.8)

10.2 Analysis of Potential Impacts:

10.2.1 Project Activities Affecting Public Services

Construction, Operation and Closure of the MWSF.

10.2.2 Environmental Significance Criteria

* Need for substantial fire, police, and medical services to maintain acceptable service standards due to facility operations.

10.2.3 Discussion of Potential for Adverse Environmental Effects

There will be some impact to public services at NASNI due to construction, operation, and closure of the MWSF. However, the work force for constructing the MWSF will be from the local area. Existing Navy personnel stationed at NASNI, SUBASE or PSNS will be used for operations at the MWSF.

Construction and operation impacts of the DMF were evaluated in the 1995 FEIS. Section 4.3.8.2 of the FEIS concluded that impacts to dental and medical services, fire protection, community support facilities, and educational services would be less than significant. This section also concluded that there would be impacts to station security and recreational services.

However, these impacts will be mitigated to insignificant levels. Impacts to recreational services will be mitigated by constructing a new field house, track and swimming pool, and new ballfields. The DMF project impacted station security because there would be inadequate access control to the new DMF and Pier J/K area to accommodate the homeporting of the carrier. This impact would be mitigated by identifying and providing adequate access control for the DMF project. This includes fencing off appropriate areas, limiting access to non-DMF personnel, increasing station security personnel, and purchasing additional equipment.

The operation of the MWSF will not require any additional governmental services above what has already been identified in the 1995 FEIS. DTSC concurs with the FEIS analysis. Therefore, DTSC has determined there will be no impacts to public services from the MWSF project..

Ref: (No. 3., Sections 3.3.8 and 4.3.8)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[ ]	[X]

11. ENERGY (Workbook; page 32)

11.1 Description of Environmental Setting:

Natural gas and electrical energy are supplied to NASNI by San Diego Gas and Electric (SDG&E). Natural gas is provided through a 4 inch diameter steel main in McCain Boulevard . Electricity is provided via 12-kV circuits that originate at the Coronado substation.

Additional power is provided by two standby generators for peak load periods when necessary. Aviation fuel and ship fuel is also purchased and stored for distribution for Navy use at NASNI as described on pages C-76 and C-81 of the 1991 NASNI Master Plan.

Ref:(No. 6; p. C-76 and C-81; No. 3, sections 3.3.10.10 and 3.3.10.11)

11.2 Analysis of Potential Impacts:

11.2.1 Project Activities Affecting Energy:

Construction, operation, and closure of the MWSF will cause fossil fuel use by vehicles and electrical power is necessary for lighting and operation of the MWSF ventilating equipment.

11.2.2 Environmental Significance Criteria

* Need for substantial additional energy resources or alterations to the existing energy distribution infrastructure due to facility operations.

11.2.3 Discussion of Potential for Adverse Environmental Effects

Consumption of electrical energy by the MWSF is considered to be minimal when compared to overall use projected on an annual basis by NASNI as a whole. The 1995 FEIS found that electrical system improvements proposed for the new berthing area are sufficient to service the DMF, including the MWSF. Uninterrupted Power Supplies (UPS) are included in these planned electrical improvements (see Section 12 of this Initial Study). Further, the MWSF will have no mechanical systems requiring natural gas. As a result, the analysis concluded that there would not be a need for significant additional energy resources or alterations to the existing energy distribution infrastructure due to facility construction and operation. The DTSC concurs with this finding. Therefore, impacts affecting energy are considered to be less than significant.

and operation. The DTSC concurs with this finding. Therefore, impacts affecting energy are considered to be less than significant.

Ref: (No. 3, Vol 1, page 4.3-106)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[X]	[ ]

12. UTILITIES (Workbook; page 32)

12.1 Description of Environmental Setting:

Section 3.3.10 of the 1995 FEIS states that utilities distributed in the DMF project area include electrical, natural gas, steam, compressed air, potable water, jet fuel, diesel marine fuel, telephone cable and storm water drainage system. Sewage and oily waste collection lines are also installed in the project area. Table 3.3-17 of the 1995 FEIS lists the capacity and peak demand of the utilities.

Ref: (No. 3, section 3.3.10)

12.2 Analysis of Potential Impacts:

12.2.1 Project Activities Affecting Utilities

Construction of the MWSF involves connecting to utility distribution grids. Operation of the MWSF may cause demand for fire water, potable water, electricity, and sewer services from storm water runoff.

12.2.2 Environmental Significance Criteria

* Need for substantial interruption or expansion of existing public utility system due to facility operations.

12.2.3 Discussion of Potential for Adverse Environmental Effects

Table 4.3-7. of the 1995 FEIS provides a listing of DMF utility requirements. Several utility improvements were proposed in the FEIS and have been implemented. The capacity of these additional utility systems has been designed to exceed the anticipated peak demand. Uninterruptible Power Systems (UPS) for the DMF were funded as a part of the CIF construction contract P-701.

Section 4.3.10.6 of the 1995 FEIS states that improvements included in DMF project design will meet the utility needs of the DMF and that no significant impacts are expected. DTSC concurs in this finding. Since the MWSF is an ancillary part of the DMF project, DTSC finds that impacts to the NASNI utility systems from construction or operation of the MWSF are less than significant.

Ref: (No. 3, Table 4.3-7; section 4.3.10.6)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[X]*	*[ ]*

13. NOISE (Workbook; page 32)

13.1 Description of Environmental Setting:

According to Section 3.3.5.2 of the 1995 FEIS, the project area is located in Air Installation Compatible Use Zone 2 (AICUZ) with a community noise equivalent level (CNEL) of 65 decibels (db). The CNEL provides a measure of community noise exposure from aircraft operations in a specific period, typically 24 hours (see Figure 3.3 of the FEIS). The nearest on-base sensitive receptors to noise are located at the medical clinic and dental clinic located approximately 0.25 miles south of the MWSF project area.

Ref: (No. 3, section 3.3.5.2)

13.2 Analysis of Potential Impacts:

13.2.1 Project Activities Affecting Noise

Construction, operation and closure of the MWSF will generate noise.

13.2.2 Environmental Significance Criteria

* Generation of noise that would exceed noise standards in the NASNI Master Plan.

* Create adverse noise levels to which employees or the public are exposed to.

13.2.3 Discussion of Potential for Adverse Environmental Effects

According to the FEIS, noise impacts from construction and operation of the DMF, including the MWSF, are expected to be less than significant. The DTSC concurs in this finding.

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[ ]	[X]

14. PUBLIC HEALTH AND SAFETY (Workbook; page 34)

14.1 Description of Environmental Setting:

The MWSF will be located in an area where public health risks are apparent from numerous sources.

NASNI received written notice from the San Diego Air Pollution Control Officer that 1993 air toxic emissions inventory indicated potential public health risks greater than the notification levels stated in the AB-2588 Toxic Hotspots public notification criteria. As a result, SDAPCD issued an "Air Quality Information Letter" as an attachment to the public notice. This Air Quality Information Letter provides additional information regarding air toxic emissions. The SDAPCD determined the estimated health risks due to air emissions at NASNI are not above significant risk levels and NASNI will not be required to reduce it's emissions under the Toxic Hot Spots program. The SDAPCD is also encouraging NASNI to take voluntary steps to reduce emissions and will re-study NASNI emissions every 4 years.

In addition, DTSC has documented areas at NASNI where hazardous waste releases have been suspected to occurred. At these sites corrective action is required pursuant to H&S Code sections 25200.10. These releases may have resulted from operation of regulated Hazardous Waste Management Units at the PWC and other Navy hazardous material handling locations. The PWC was first issued a DTSC permit in 1985. All hazardous waste releases at NASNI must be investigated and remediated.

On May 30, 1997, DTSC issued PWC a Corrective Action Order (Order) to implement site characterization and remediation within the context of Chapter 6.5 of Division 20 of the H&S Code. The Order includes a summary of the current status of all remedial investigations at NASNI. Pursuant to the order, PWC must investigate and remediate all known and future potential releases of hazardous materials on-base.

As investigations are completed at these SWMUs and contamination at these sites is characterized, DTSC will determine whether contaminants at a particular site pose a threat to human health or the environment. Where health and ecological risks are present, DTSC will consider technical, environmental and economic factors to decide how to best conduct remedial actions. These actions will become remedial projects.

Currently, DTSC's Office of Military Facilities (OMF) is overseeing corrective actions at NASNI. OMF prepares and public notices CEQA documents for remedial actions as required.

OMF conducted a separate Initial Study and certified a Mitigated Negative Declaration for approval of the Remedial Action Plan for interim clean-up of IRP/SWMU Sites 9 & 11 at NASNI. The documents were circulated for affected agency and public comment beginning January 29, 1996. Work by OMF on a final remedy Remedial Action Plan for Sites 9 and 11 is now in progress. Work is also in progress on IRP/SWMUs sites 1-12. These sites are identified in the list of SWMUs at NASNI contained in DTSC's May 30, 1997 CAO. Remedial action is planned for sites 1,2,4,6, and 10 in 1998. All remedial actions are subject to review pursuant to CEQA.

Ref: (No. 3; No. 2; No. 11)

14.2 Analysis of Potential Impacts:

14.2.1 Project Activities Affecting Public Health and Safety

Operation and closure of the MWSF will involve mixed waste consolidation, segregation, and storage and transfer activities. Construction and operation of the MWSF will take place in proximity to contaminated sites.

14.2.2 Environmental Significance Criteria

* Increase in the maximum individual cancer risk from facility emissions greater than 10 in one million with the inclusion of best available control technology.

* Create a cancer burden greater than 0.5.

* Create non-cancer and acute hazard indices greater than one.

* Potential increases in health risks from proposed project routine emissions of toxic air contaminants that together with present, planned or proposed projects in the area would exceed San Diego Air Quality Management District AB-2588 toxic hot spots public notification criteria.

* Require more diverse emergency response equipment, planning and training of personnel on or off-site.

14.2.3 Discussion of Potential for Adverse Environmental Effects

As noted in Section 8 of this Initial Study (RISK of UPSET), PSNS prepared a health risk analysis for operation of the MWSF. The purpose of the analysis was to estimate potential health effects to the public from normal operations and accidental releases of radioactive and hazardous constituents from operating the proposed MWSF. The MWSF is an ancillary part of DMF for homeporting the John C. Stennis nuclear aircraft carrier. Therefore, the methodology used for analyzing radioactive constituents is identical to that found in the 1995 FEIS. The methodology used for analyzing the chemically hazardous constituents in the mixed waste is consistent with U.S. EPA regulations, 40 CFR 68.

The HRA analyzed four separate scenarios which are:

* Normal Operations
* Facility fire
* Facility spill
* Off-site transportation vehicle fire

Under normal operating conditions no discharges or emissions of mixed waste is expected because all mixed wastes are brought to the MWSF in sealed plastic bags. These bags are then placed into either 55-gallon drums or large metal storage bins. The sealed plastic bags of mixed waste are never opened at the MWSF. The 55-gallon drums and storage bins are then closed and remain closed except when adding bags of waste or during inspections. The only discharge paths from the MWSF interior to the exterior are passageways and air vents on the roof for building air circulation. There are no emission sources such as fume hoods or stacks. Access to the facility is restricted, thus presenting the possibility of public exposure. Therefore, there are no impacts to public health from normal operation of the MWSF.

Impacts resulting from accidents have already been discussed in Section 8 (Risk of Upset) of the Initial Study. The health risk assessment concluded that impacts from hazardous and radioactive constituents to be less from significant (see Section 8 of this Initial Study for further discussion).

Additionally, the 1995 FEIS, section 4.3.9 Safety and Environmental Health provided an analysis of potential impacts to public health and safety. The analysis addressed impacts from; hazardous waste sites in the project vicinity; storage and generation of hazardous substances associated

with the homeporting project; Occupational Safety and Health; personnel radiation exposure and radioactive material transportation. The FEIS concludes there will be no significant environmental impacts to environmental heath and safety from implementing the homeporting project including construction of the DMF and MWSF. The DTSC concurs with the 1995 FEIS conclusions and has determined that there will be no significant impact to public health or safety from construction and operation of the MWSF.

Ref: (No. 3, section 4.3.9; No. 10)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[X]	[ ]

15. AESTHETICS (Workbook; page 38)

15.1 Description of Environmental Setting:

Most of the structures in the vicinity of the DMF were constructed in the 1920s and 1930s and have been remodeled or altered to accommodate changing needs. Many of the buildings have an industrial look. Others are office type structures.

The DMF is located immediately north (across Roe Street) of the Naval Air Station (NAS) San Diego Historic District. The historic district is significant for its architectural characteristics and association with noted architect Bertram Goodhue. The district qualifies for the National Registry of Historic Places under criterion C as representative of the Spanish Colonial Revival style in military architecture (see Section 16.1 of this Initial Study).

Ref: (No. 3, Vol I, section 3.3.6, Figure 3.3-17)

15.2 Analysis of Potential Impacts:

15.2.1 Project Activities Affecting Aesthetics

Construction of the MSWF building.

15.2.2 Environmental Significance Criteria

* The substantial interruption of existing views or established public vistas.

* Substantial increase in light and glare in residential areas due to facility operations.

15.2.3 Discussion of Potential for Adverse Environmental Effects

The MWSF will be located within the DMF compound, immediately north and east of the CIF and the MSF respectively and will not interfere with any scenic vistas at NASNI. Security lighting will be provided but will not cause significant adverse glare due to the relatively low profile of the MWSF and the industrial nature of it's surroundings. The MWSF is visible from San Diego and the Bay. However, it is not predominant because of its relatively low profile with the CIF as a backdrop. All DMF buildings will conform to the Base Exterior Architecture Plan for NASNI. Therefore, there will be no impacts to aesthetics from the MWSF project.

buildings will conform to the Base Exterior Architecture Plan for NASNI. Therefore, there will be no impacts to aesthetics from the MWSF project.

Ref: (No. 3)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[ ]	[X]

16. CULTURAL/ PALEONTOLOGICAL RESOURCES (Workbook; page 39)

16.1 Description of Environmental Setting:

Prehistoric Resources: Portions of the west and northwest bayside of North Island consist of dredged material deposited in the 1920s and 1930s. The construction site for the DMF is on artificial fill not original terrestrial topography. No prehistoric resources are known to exist in the project area.

Historic Resources: The NAS San Diego Historic District is located directly south of the DMF, across Roe Street. Several buildings in the project vicinity have been proposed to be added to the historic district. (see Figure 3.3-3 of the 1995 FEIS).

The NAS San Diego Historic District was listed in the National Register of Historic Places in May of 1991 (see Figure 3.3-17 of Ref. No. 1). The district represents the principal administrative and residential core of one of the earliest Naval Air Stations in the United States and the first air station on the West Coast. NAS San Diego was nationally and locally important for the role it played in the development and maintenance of the U.S. Naval Aviation Program in the years 1918 through 1940.

The NAAS San Diego Historic District is significant for its architectural characteristics and association with noted architect Bertram Goodhue. The association of the district with broad national and regional themes in the development of military aviation adds importance. The district qualifies for the national registry under criterion C as representative of the Spanish Colonial Revival style in military architecture.

Two buildings in the depot maintenance area, Buildings 29 and 68, seaplane hangers, were nominated for eligibility to the National Registry of Historic Places. The buildings were demolished as a part of the CIF contract P-701 in 1995 to allow construction of the DMF.

Ref:(No. 3, Vol. 1 Section 3.3)

16.2 Analysis of Potential Impacts:

16.2.1 Project Activities With Potential to Affect Cultural/Paleontological Resources

Construction, including excavation and grading, of the MWSF.

16.2.2 Environmental Significance Criteria

* Cultural or Paleontological finds that can contribute to the understanding of pre-historic, historic or the cultural foundations of the United States.

* Removal of structures or the remains of structures that embody distinctive architectural or cultural features or characteristics of a type, period or method of construction or that represent the work of a master, or that possess high artistic value.

16.2.3 Discussion of Potential for Adverse Environmental Effects

The construction site for the DMF is on artificial fill. No prehistoric resources are known to exist in the project area. Mitigation measures for demolition of the two historic structure was specified and implemented as described in the 1995 FEIS. DTSC has determined there will be no significant impacts to cultural or Paleontological resources from the MWSF project.

Ref: (No. 3, Vol I)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[ ]	[X]

17. CUMULATIVE EFFECTS (Workbook; page 42)

17.1 Description of Environmental Setting:

The MWSF cumulative impact analysis examined projects having a common relationship to the MWSF where a potential for cumulative impacts could occur and where environmental impact documentation exists. The DTSC found that there were two general types of projects having a common relationship with the MWSF proposal: 1) projects associated with the Depot Maintenance Facility (DMF) and 2) hazardous waste management projects at NASNI. Hazardous waste management projects include hazardous waste facility permits, permit modifications, closures, and site cleanups. Based on a review of existing information, the DTSC identified the following projects:

DEPOT MAINTENANCE FACILITY

Controlled Industrial Facility (CIF) MCON P-701. The CIF was recently constructed at the DMF. It is one of three major components of depot maintenance capabilities at NASNI. The CIF will house the inspection, modification and repair of radiologically controlled equipment and components associated with naval nuclear propulsion plants. A portion of the total mixed waste to be managed at the MWSF will be generated at the CIF. Administration and record keeping for operations at the MWSF is done at the CIF.

Ship Maintenance Facility (SMF) MCON P-702. The SMF is under construction at the DMF compound. It will house machine tools, industrial processes, and work functions necessary to perform non-radiological depot level maintenance on the Nuclear Carrier's propulsion plants. Hazardous wastes generated at the SMF have no radiological component. Hazardous wastes generated by the SMF will be accumulated at the SMF and shipped to the NASNI Public Works Center for management within 90 days of generation.

Maintenance Support Facility (MSF) MCON P-703. The MSF will be used to house administrative and management functions for the depot maintenance operations at NASNI. Construction of the MSF and the MWSF are elements of MCON P-703 which is the Navy's construction contract designation number. Construction of the MSF and MWSF is scheduled to begin at approximately the same time.

Point Loma Submarine Support Facility (SUBASE). Proposed relocation of submarine-specific maintenance capabilities currently provided by submarine tender USS McKEE at shore-based facilities within Naval Port, San Diego.

An Environmental Assessment (EA) has been prepared in draft form and is currently undergoing public and agency review. If approved, this facility will generate mixed wastes which will be shipped to the MWSF at NASNI for temporary storage. The draft status of the EA renders its conclusions on environmental impacts too speculative for DTSC use for comparative analysis purposes.

Developing Home Porting Facilities for Three Nimitiz Class Nuclear Aircraft Carriers in Support of the United States Pacific Fleet. The project identifies NASNI as one of three possible locations for the homeporting of additional NIMITZ class nuclear powered aircraft carriers. The Naval facilities Engineering Command is currently proposing a NEPA Draft EIS for this project. A decision on the project is due early in 1999. At present, DTSC considers the project too speculative for comparative analysis purposes.

HAZARDOUS WASTE MANAGEMENT PROJECTS

NASNI Public Works Center (PWC), Hazardous Waste Treatment Storage and Transfer Facility. This is a proposed permit which would allow for the continued operation of the following hazardous waste management units (HWMUs): 1) an industrial waste water treatment plant; 2) an oily waste treatment plant; 3) a CST Storage Unit; and 4) a PCB storage unit. The permit would also allow operation of a new oil recovery plant (ORP) to replace an existing ORP and operation of a new CST Unit 2.

CCR, Title 22 section 66270.5 (a) allows the four existing HWMUs to continue operating until a decision is made on the proposed PWC permit. The CST2 and the ORP have been constructed but are non-operational. Approval of a hazardous waste facility permit is pending. A Negative Declaration was approved by DTSC for this project on 12/23/97.

NASNI Sites 9 and 11. Hazardous wastes in soils are currently being treated by air sparging. A Remedial Action Plan and a Mitigated Negative Declaration (MND) approved by DTSC for this project on 4/26/96.

Naval Station San Diego, PWC Sites 1, 3 and 12. Contaminated soils removed. The projects have been completed. Interim Removal Action and Negative Declarations have been approved by DTSC.

NASNI Sites 1 and 12. Both remediation projects undertaken and completed by Regional Water Quality Control Board, San Diego Region. Environmental

analyses are not available; DTSC is unable to speculate on potential impacts.

Ref: (No. 3; 2; 22; 12)

17.2 Analysis of Potential Impacts:

17.2.1 Project Activities Affecting Cumulative Effects

Storage of mixed waste.

17.2.2 Environmental Significance Criteria

* Substantially increases the need for developing new hazardous or non-hazardous waste management technologies from facility wastes.

* Project leads to a larger project or series of projects, or is a step to additional projects.

* Affects existing housing or public infrastructure.

17.2.1 Discussion of Potential for Adverse Environmental Effects

The DTSC's cumulative analysis consists of examining the conclusions reached in existing environmental documents for related projects and the conclusions reached in each environmental media analysis in this Initial Study to determine if a "nexus" can be established among media impacts that could lead to a significant cumulative impact in the project area. The following conclusions were derived as a result of this examination:

Depot Maintenance Facility.

The analysis of impacts contained in the federal EIS for the Home Porting Project concluded that the individual and overall cumulative impacts associated with that project, which includes the MWSF as part of the DMF, were insignificant. The DTSC concurs in this finding.

NASNI PWC, Hazardous Waste Treatment and Storage Facility.

The analysis of impacts contained in the Negative Declaration previously prepared by the DTSC for this facility showed individual and cumulative impacts associated with approval of that project to be less than

significant. Hazardous only wastes shipped to and from the PWC are kept separate from mixed wastes shipped to and from the MWSF.

NASNI Sites 9 and 11. The analysis of impacts contained in the Mitigated Negative Declaration prepared by the DTSC for site remediation activities at these sites showed individual and cumulative impacts to be less than significant, provided the mitigation measures identified in the MND for protection of burrowing owls and air quality were implemented.

Naval Station San Diego, PWC Sites 1, 3 and 12. The analysis of impacts contained in the Negative Declarations prepared by the DTSC for site remediation activities at these sites showed individual and cumulative impacts to be less than significant.

The DTSC's examination of the conclusions reached in each of the identified environmental documents suggests that media-specific and cumulative impacts associated with each project would be less than significant, insignificant or having no impact on the environment. In addition, the conclusions reached within this Initial Study also suggest that environmental media-specific impacts would be less than significant, insignificant or having no impact. As a result, a nexus could not be established between any environmental media associated with these projects and the MWSF project which could lead to a significant cumulative impact in the project area.

The DTSC also makes the following findings:

1) Approval of the MWSF permit by DTSC in and of itself will not lead to a larger project or series of projects, or be a step to additional projects because the project was designed to accommodate mixed-waste generated for waste volumes specific to the Homeporting project.

2) Approval of a storage operation is not considered by the DTSC to increase the need for developing new hazardous or non-hazardous waste management technologies from facility wastes. Mixed wastes are to be stored and then shipped off-site for ultimate treatment and disposal at facilities operated outside California.

3) The project does not involve the temporary or permanent influx of a substantial number of employees to the project area. Consequently, DTSC concludes that no substantial direct or indirect impact upon existing housing or public infrastructure would occur with project approval.

As a result of the forgoing examination of available information, DTSC concludes that this project will not result in a significant cumulative impact on the environment when viewed in conjunction with other related projects in the area.

Ref: (No. 2, 3, 11, 12)

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	[ ]	[X]	[ ]

18. POPULATION/HOUSING/RECREATION (Workbook; page 43)

18.1 Description of Environmental Setting:

Section 3.3.8 of the FEIS describes the NASNI general services infrastructure as it relates to housing, recreation. The military housing requirement in the San Diego region is approximately 38,000 units. The military operates and maintains approximately 8,000 housing units. An additional 24,000 units of privately owned housing in the region supports the military requirement. By the end of 1999 the Navy is projecting a 5,000 unit deficit. The regional housing vacancy rate is expected to remain constant at 3.8 percent. Population at NASNI has decreased 20-50 percent since 1991.

18.2 Analysis of Potential Impacts:

18.2.1 Project Activities Affecting Population, Housing and Recreation

Construction, operation, and Closure of the MWSF.

18.2.2 Environmental Significance Criteria

* Alter the distribution, density or growth rate of human population.

* Substantially impact the quantity or quality of existing recreational opportunities.

* Create the demand for additional housing.

18.2.3 Discussion of Potential for Adverse Environmental Effects

As noted in Section 10 (Public Services) of this Initial Study, construction and operation impacts of the DMF were evaluated in the 1995 FEIS. The MWSF is an ancillary part of the DMF. Section 4.3.8.2 of the EIS concluded that impacts to dental and medical services, fire protection, community support facilities, and educational services would be less than significant. This section also concluded that there would be impacts to station security and recreational services; however, these impacts will be mitigated to insignificant levels. Impacts to recreational services will

be mitigated by constructing a new field house, track and swimming pool, and new ballfields.

The MWSF is considered a very small industrial development. Its construction and operation will not generate significant impacts to local population or affect housing needs. A total of 102 additional households are expected to migrate in to the county as a result of the homeporting project. However, operation of the MWSF will have a negligible contribution to the increase because approximately 2 staff members are needed periodically when loading and shipping or receiving mixed wastes.

Additionally, the 102 household increase would be offset by the decline in military family housing units associated with downsizing of the military.

Therefore, construction, operation and closure of the MWSF is not expected to have an adverse environmental impacts to population, housing or recreation.

Findings:

Potentially Significant Impact	*Potentially Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
[ ]	*[ ]*	*[X]*	*[ ]*

19. MANDATORY FINDINGS OF SIGNIFICANCE (Workbook; page 44)

Findings:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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, 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?	_	_	X	_
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	_	X	_
c) 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.	_	_	X	_
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_	X	_	_

V. DETERMINATION OF SIGNIFICANT EFFECT

On the basis of this Initial Study:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.

[X] I find that although the proposed project COULD HAVE a significant effect on the environment, mitigation measures have been added to the project which would reduce these effects to less than significant levels. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed project COULD HAVE a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

Alfred Wong, Project Manager

4/10/98
Date

ATTACHMENT A

INITIAL STUDY REFERENCE LIST
for
NAVAL AIR STATION - NORTH ISLAND
MIXED WASTE STORAGE FACILITY

1. Linscott Law and Greenspan Engineers, Final Traffic Impact Analysis NASNI Third Street Gate Coronado, California, February, 1997.

2. California Department of Toxic Substances Control, CEQA Initial Study for the U.S. Navy Public Works Center, Naval Air Station North Island, May 1996.

3. United States Department of the Navy, Final Environmental Impact Statement for Development of Facilities in San Diego/Coronado to Support the Homeporting of One Nimitz Class Aircraft Carrier, November, 1995.

4. Puget Sound Naval Shipyard, Naval Air Station North Island Mixed Waste Storage Facility Permit Application, (EPA ID Number CAR 000019430), June 1997.

5. California Department of Toxic Substances Control, Corrective Action Order, Docket No. HWCA P4-96/97-006, issued by DTSC/CalEPA to United States Navy Public Works Center, May, 1997.

6. Master Plan, Naval Air Station North Island, 1991.

7. California Department of Toxic Substances Control, Workbook for Conducting Initial Studies Under The California Environmental Quality Act (CEQA), October 1996.

8. Woodward Clyde, Seismic Hazard Assessment, 1994.

9. San Diego Air Quality Management District, Letter to NASNI regarding 1993 Toxic Hotspots emissions inventory.

10. Puget Sound Naval Shipyard, Final Analysis of Airborne Hazardous and Radioactive Constituents from Normal Operations and Accident Scenarios for the Mixed Waste Storage Facility Proposed for Naval Air Station North Island, March 1998.

11. California Department of Toxic Substances Control, CEQA Mitigated Declaration, Sites 9 and 11.

12. Naval Facilities Engineering Command, Environmental Assessment for the Retention of Submarine Maintenance Capability in Naval Port San Diego with the Decommissioning of USS McKee, Naval Submarine Base, San Diego, February 1998.

13. Dames and Moore, Geotechnical Investigation MCON P-703, July 1996.

ATTACHMENT B

FIGURES FOR
NAVAL AIR STATION - NORTH ISLAND
MIXED WASTE STORAGE FACILITY

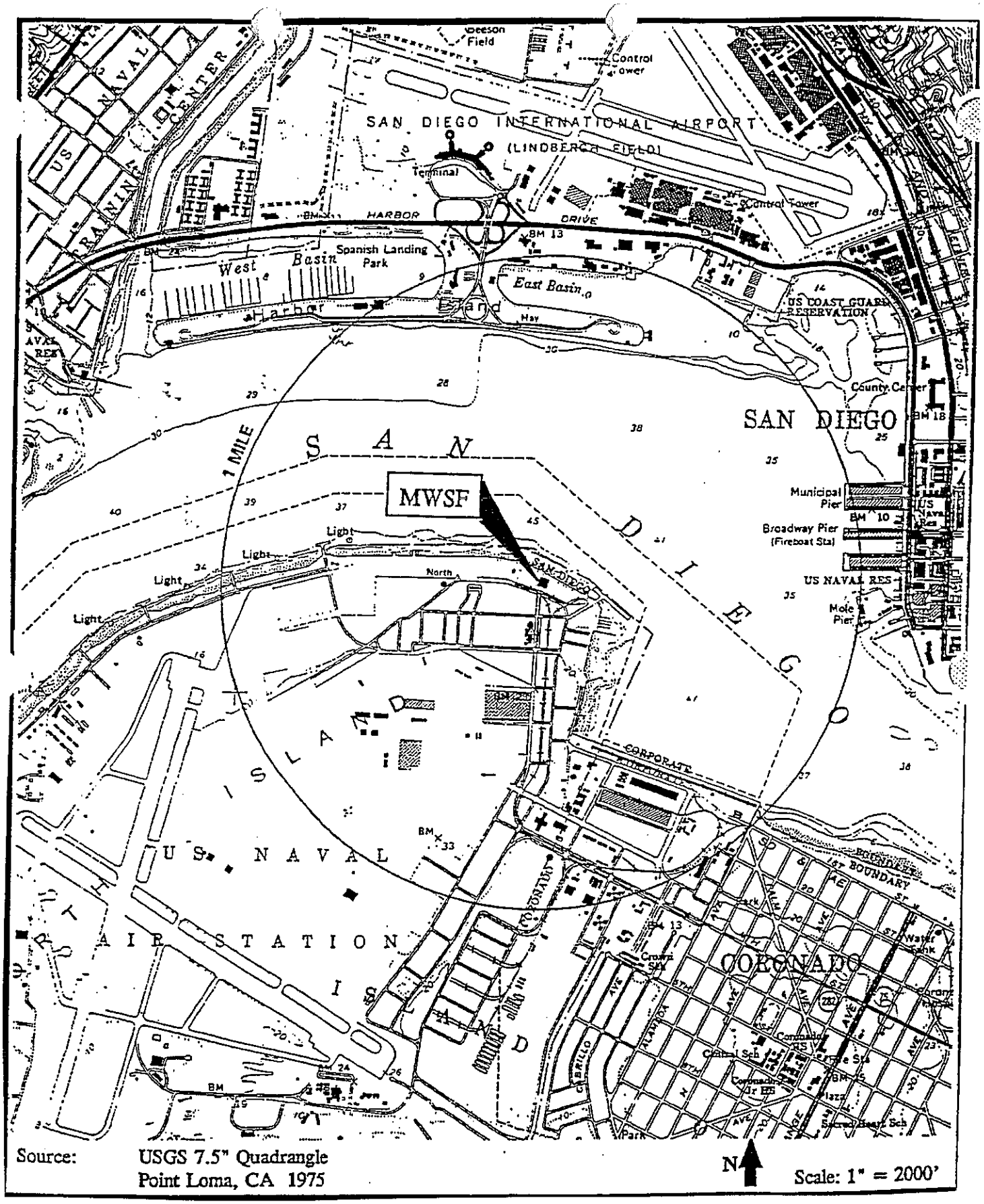


Figure 1. Location of the Mixed Waste Storage Facility

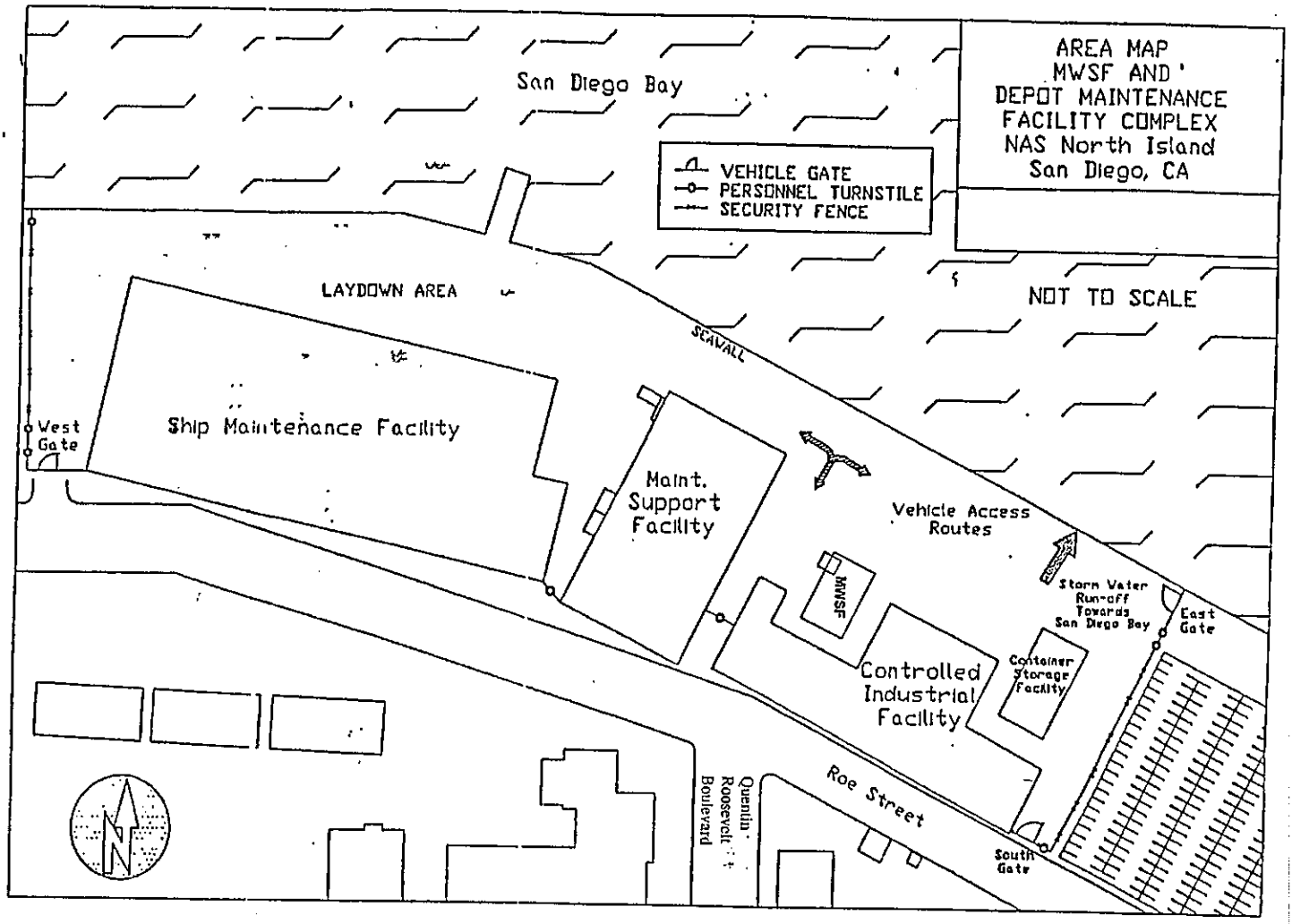


Figure 2. Depot Maintenance Facility Layout

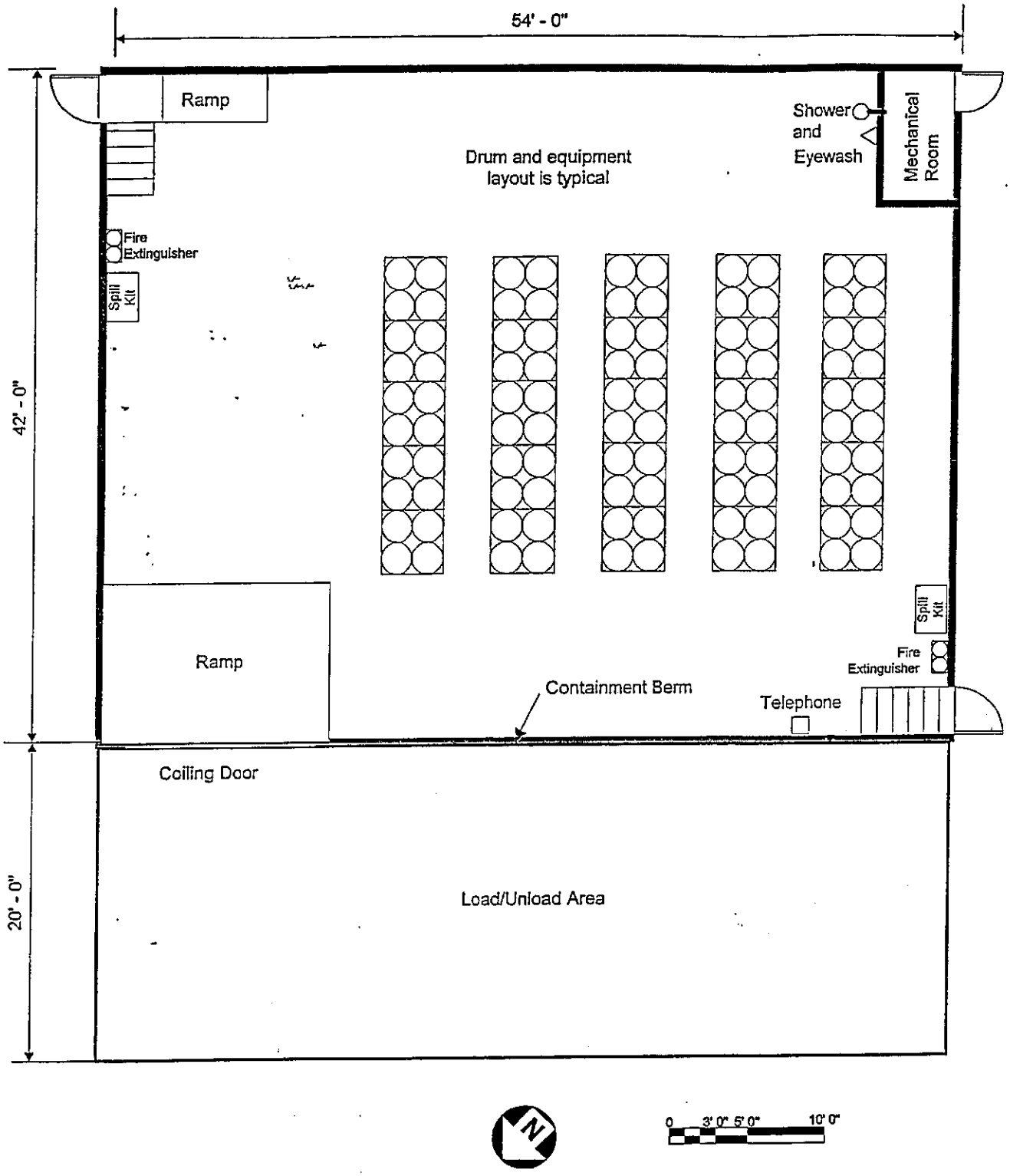


Figure 3. Mixed Waste Storage Facility Layout

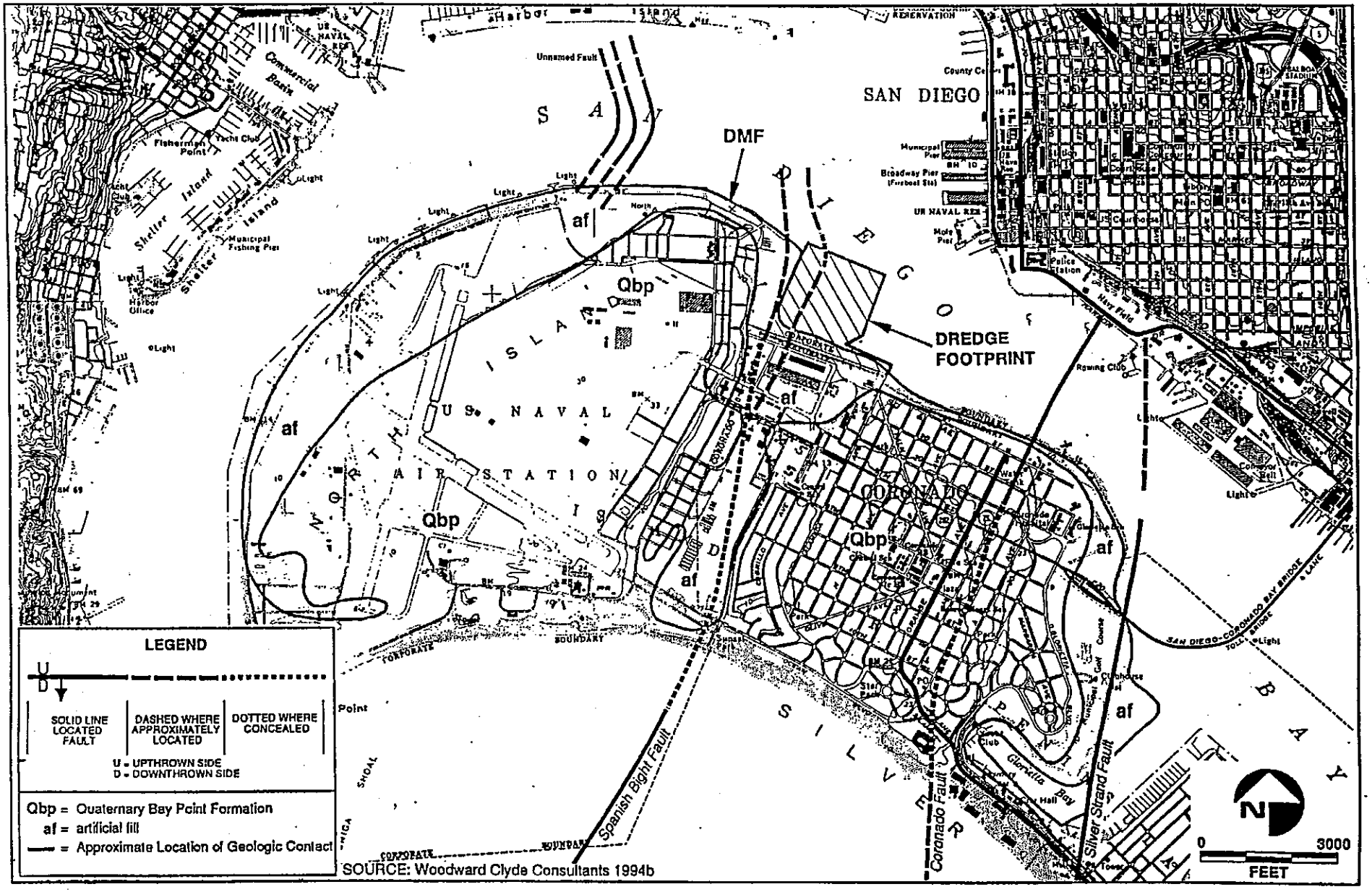
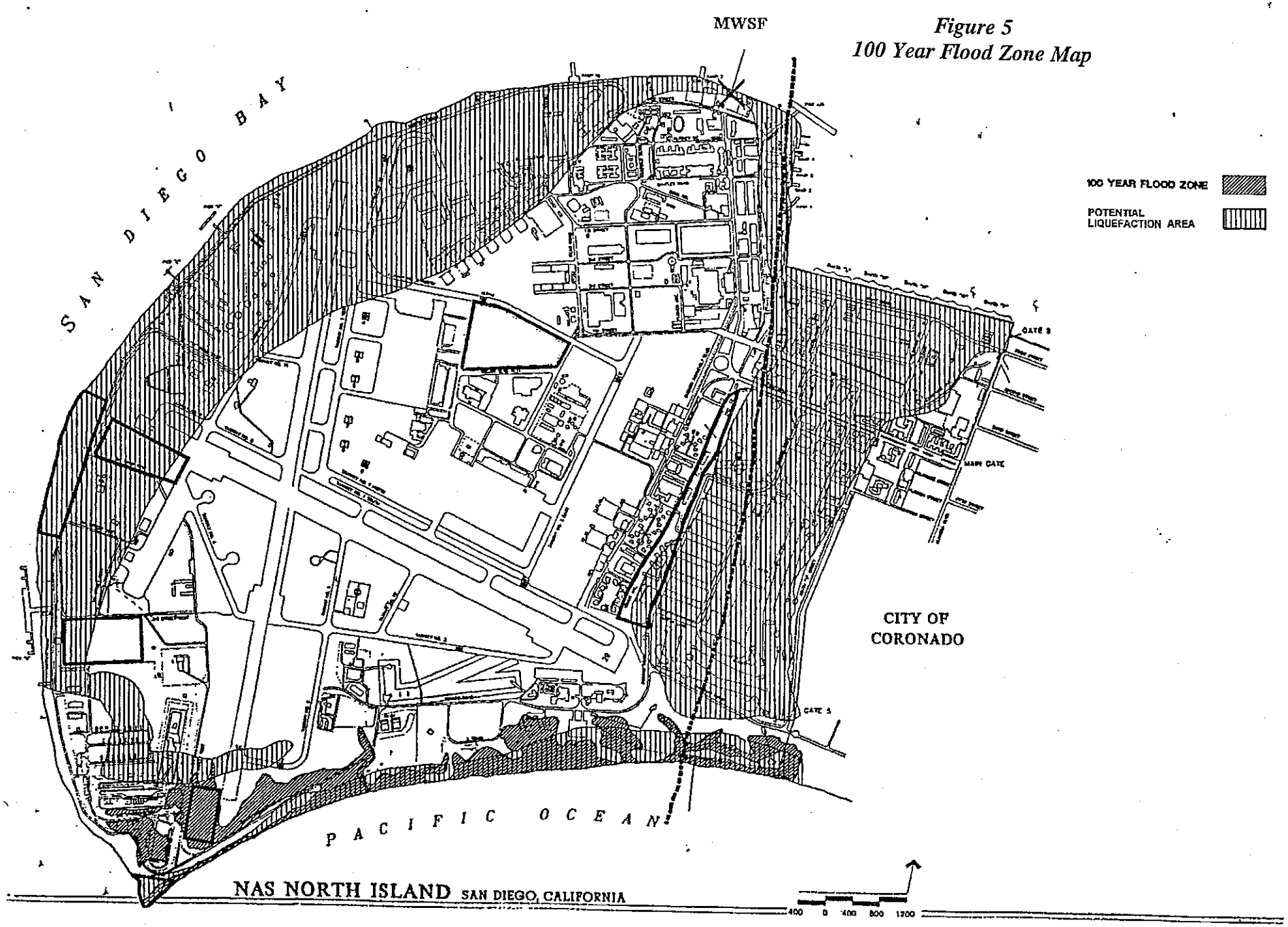


Figure 4. Seismic Map

Rose Canyon Fault Zone
San Diego Bay Area

Figure 5
100 Year Flood Zone Map



NAS NORTH ISLAND SAN DIEGO, CALIFORNIA

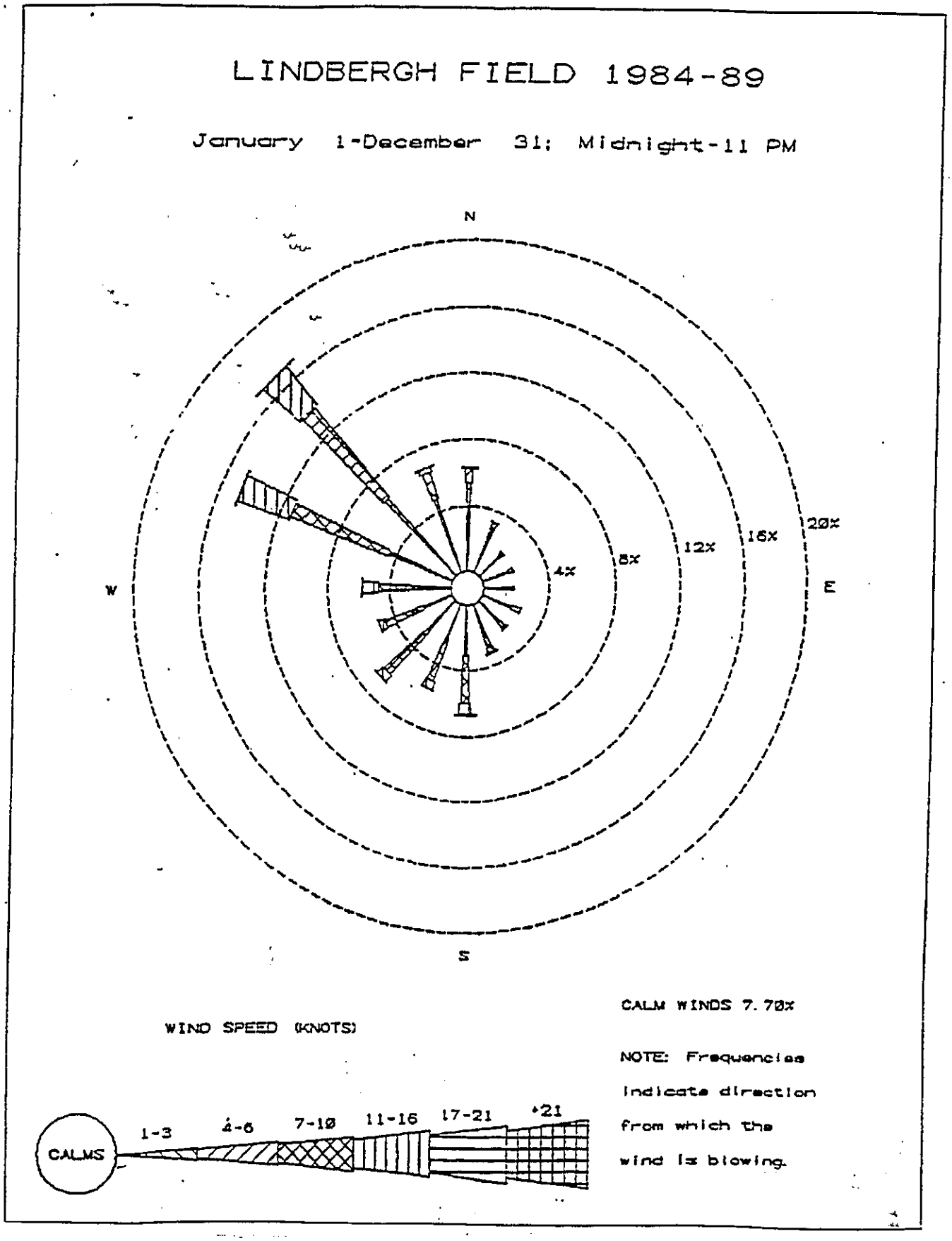
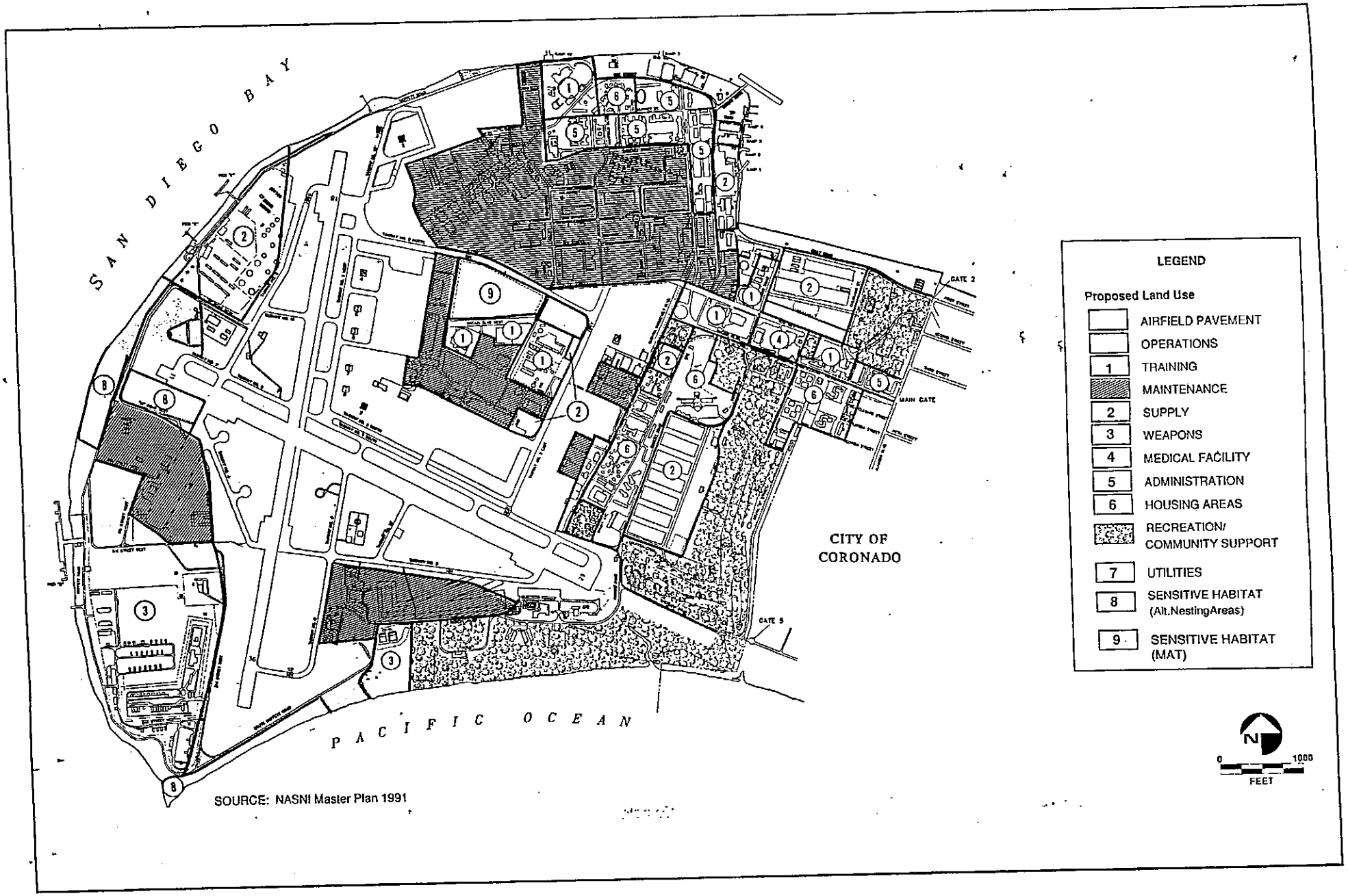


Figure 6. Wind Rose



SOURCE: NASNI Master Plan 1991

Figure 7. Proposed Zoning for NASNI

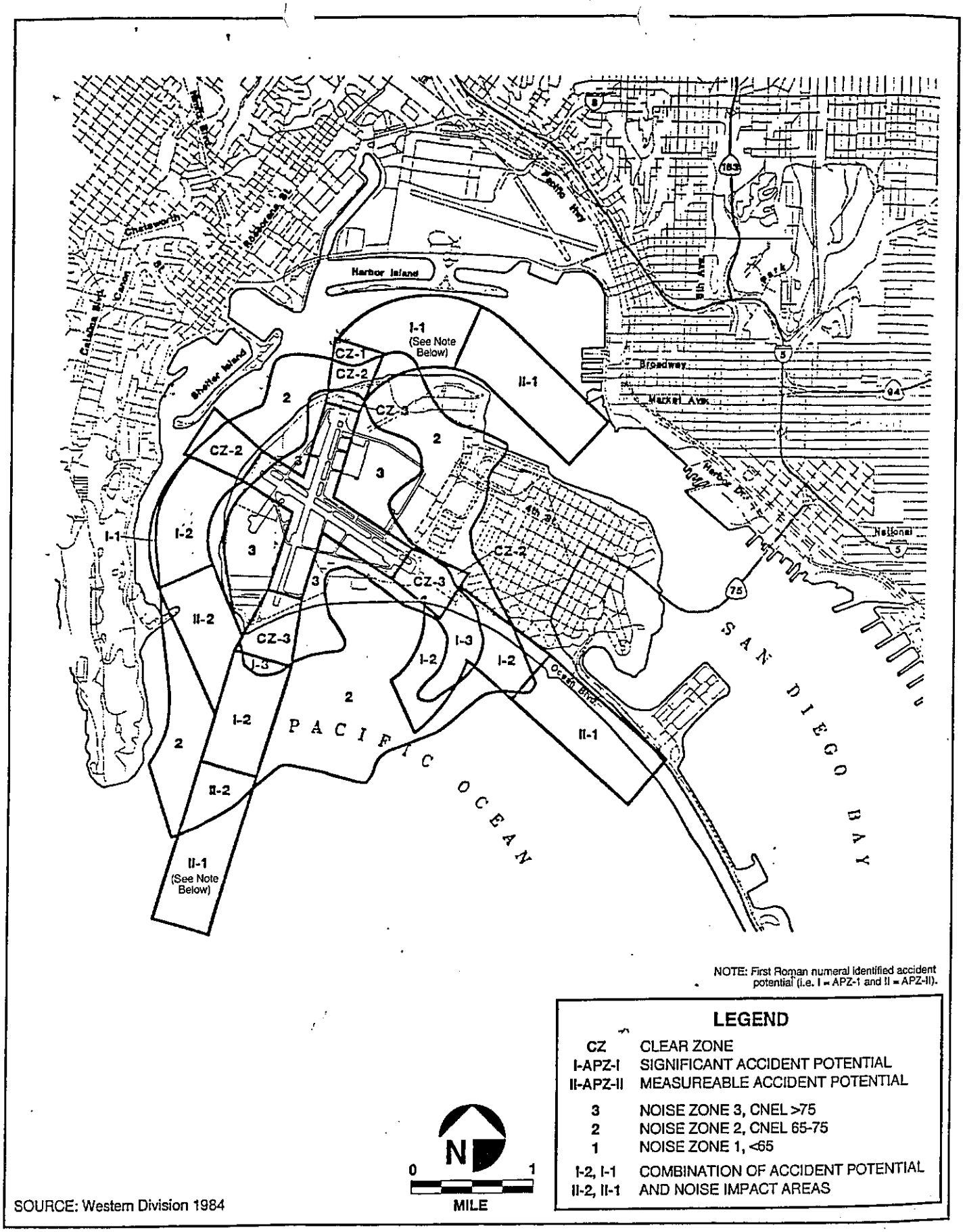


Figure 8. AICUZ Zones