

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL
ASSESSMENT FOR THE MIRAMAR PIPELINE REPAIR AND RELOCATION
PROJECT, NAVAL BASE POINT LOMA, SAN DIEGO, CALIFORNIA

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508) implementing the National Environmental Policy Act (NEPA) and the Department of the Navy (Navy) NEPA regulations (32 CFR Part 775), and Chief of Naval Operations Manual-5090.1, the Navy gives notice that an Environmental Assessment (EA) has been prepared and an Environmental Impact Statement is not required for the Miramar Pipeline Repair and Relocation Project, Naval Base Point Loma (NBPL), San Diego, California.

Proposed Action: The purpose of the Proposed Action is to remedy technical degradation associated with the Miramar Fuel Pipeline, an eight-inch pipeline that transports fuel between NBPL and Marine Corps Air Station (MCAS) Miramar. The project is located in the first five miles of pipeline extending out into the City of San Diego. Pipeline section relocation and repairs are necessary to address: 1) pipeline anomalies (e.g., dents, corrosion, and metal loss); and 2) seismic geohazards (e.g., liquefaction/lateral spread, active fault crossing), to ensure the safe and long-term use of the pipeline. The project is needed to support the Navy's and Department of Homeland Security's existing and future fueling needs and service operations, while allowing the Navy to maintain readiness. Implementation of the Proposed Action will occur approximately from December 2015 through December 2017.

Public Participation: The public participation process involved the publication of a public meeting notice in the San Diego Union Tribune, Peninsula Beacon, and San Diego Reader on 16 January 2014 that initiated a 30-day public scoping period. The scoping period began on 16 January 2014 and ended on 16 February 2014. A public meeting was held on 29 January 2014 from 5 p.m. to 7 p.m. at Portuguese Hall on Point Loma in San Diego, California.

A Notice of Availability (NOA) for the Draft EA was published in the San Diego Union Tribune, Peninsula Beacon, and San Diego Reader on 07 November 2014 to initiate a 30-day public review of

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

the Draft EA. The public review/comment period for the Draft EA began on 07 November 2014 and ended on 06 December 2014. A public meeting was held on 03 December 2014 from 5 p.m. to 8 p.m. at Portuguese Hall on Point Loma in San Diego, California. Public involvement materials and the Draft EA were made available for public review online, and at the San Diego Central, Ocean Beach, and Point Loma/Hervey libraries. Public comments on the Draft EA were submitted electronically to the Navy at: <http://www.navyregionsouthwest.com/go/doc/4275/1996890>. Written comments were also received via mail at: NBPL Miramar Pipeline EA, Project Manager Naval Facilities Engineering Command Southwest Attention: (RUE20.TB) 2730 McKean Street, Building 291 San Diego, CA 92136-5198. Additionally, written and oral comments were received at the public meetings held during public scoping on 29 January 2014 and during public review of the Draft EA on 03 December 2014.

Public comments were received during the scoping period and Draft EA public review period. The primary topic of concern expressed by the public during the scoping period was the impact to traffic, specifically traffic impacts on Rosecrans Street and associated impacts to local residences and businesses. Another primary topic raised was the concern about preserving and restoring the La Playa Waterfront area and Bayside Trail following construction activities.

The public concerns raised during the Draft EA review period were similar in nature to those expressed during the scoping period. The primary topics of concern raised during the Draft EA public comment period were with respect to traffic impacts along Rosecrans Street, local resident/business notification procedures during construction activities, and impacts to the La Playa waterfront area and Bayside Trail. All comments received during the Draft EA public comment period are included in Appendix B of the EA, followed by responses to those comments.

A Notice of Availability of the Final EA and this Finding of No Significant Impact will also be published in the San Diego Union Tribune, Peninsula Beacon, and San Diego Reader. Copies of the documents will also be placed at the San Diego Central, Ocean Beach, and Point Loma/Hervey libraries and on the Navy website at: <http://www.navyregionsouthwest.com/go/doc/4275/1996890>.

Alternatives Analyzed:

1) Proposed Action/Alternative 1 is the continued use of the

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE
MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

existing eight-inch fuel pipeline from NBPL to MCAS Miramar as a Government Owned Government Operated system and would implement the pipeline relocation within a modified easement that incorporates changes necessary to address pipeline anomalies and geohazards. Alternative 1 is comprised of the following key components:

- Relocation of NBPL to Lytton Street pipeline segment to Rosecrans Street to address pipeline anomalies. A traffic control plan would be implemented to minimize traffic flow disruption.
- Installation of a pipeline valve station at Scott Street and Keats Street.
- The pipeline section currently crossing under the San Diego River would be closed in place and new pipeline would be suspended from the Pacific Highway Bridge. Two new valve stations would also be installed (San Diego River Crossing).
- Installation of two valve stations to address geohazards (area east of Mission Bay).
- All existing pipeline segments would be closed in place.

2) Alternative 2 consists of the same project components as described under Alternative 1, except that portions of the existing pipeline along the La Playa waterfront area and the Bayside Trail from McCall Street to Talbot Street would be removed instead of closed in place after relocating the pipeline to Rosecrans Street. Under Alternative 2, portions of the existing pipeline within the La Playa Bayside Trail, where the pipeline is currently exposed due to surface erosion, would be removed after the pipe is drained of fuel and cleaned. The portions of existing pipeline along the La Playa waterfront area that are under paved streets or structures would be closed in place and the pipe filled with concrete after being drained of fuel and cleaned. Of the 3,975 total feet of pipeline along the La Playa waterfront area, it is expected that 1,480 feet would be removed, and 2,495 feet would be closed in place. Temporary closure of specific portions of the La Playa Bayside Trail may be necessary during pipeline removal activities. Once the existing pipeline has been removed, the area would be backfilled with native material from the trench excavation, and the ground surface would be restored to maintain the original pathway condition. Disturbed areas beyond the footpath would be revegetated with non-invasive, native plant species. Where the

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

trench excavation disturbs the waterfront bank, it would be restored to its original/pre-disturbed bank condition. Proposed pipeline removal at the La Playa waterfront area would be expected to take approximately one to two months to complete, and would include pipe closure in accordance with regulatory guidelines and permitting requirements. Additional time may be required for periodic maintenance of the restoration vegetation.

3) Alternative 3 consists of the same project components as described under Alternative 1, with the exception that to address geohazards where the existing pipeline crosses beneath the San Diego River, the new pipeline would be suspended from the Santa Fe Railroad Bridge over the river rather than suspended from the Pacific Highway Bridge as under Alternative 1.

4) Under the No-Action Alternative, the Naval Supply Systems Command Fleet Logistics Center San Diego would not implement the pipeline changes necessary to address pipeline anomalies and geohazards.

Alternative to be Implemented:

Alternative 2 is selected for implementation as it best meets the purpose and need for the project and would have no significant impacts to the human or natural environment.

Existing Conditions: All the components of the project are located in San Diego County, California at various points along the existing 17-mile Pipeline. The project area is located between NBPL Defense Fuel Support Point (DFSP) in the NBPL Complex (south end of the pipeline) and the first five miles of pipeline extending out into the City of San Diego. The sections of fuel pipeline addressed in this project cross the City of San Diego communities of Peninsula and Midway-Pacific Highway. NBPL is located on the west side of San Diego Bay, near the mouth of the bay directly opposite Naval Base Coronado. NBPL is bordered to the north by the communities of La Playa and Sunset Cliffs; to the east by the San Diego Bay; to the west by the Pacific Ocean; and to the south by Cabrillo National Monument and the Pacific Ocean.

The first portion of the pipeline repair and relocation would occur on the section of pipeline that runs from NBPL to Lytton Street. The pipeline would be relocated to the residentially and commercially developed Rosecrans Street area. In addition, a new

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

pipeline would be installed in a separate location at the San Diego River crossing.

The only threatened or endangered species with the potential to occur within the project area is the least Bell's vireo. However, the nearest documented least Bell's vireo occurrence is approximately 0.8 mile upstream from (i.e., to the east of) the project area. Potential habitat within the project area is of very limited extent and would not be affected.

Project transportation and circulation includes the roadway segments, intersections, bicycle facilities, bus stops, and bus route alignments that may be affected by the construction of the proposed replacement pipeline. The project would be located in an urbanized area of the City of San Diego. Most of the land has been fully developed, although in many instances at a comparatively low density. Vehicle parking is accommodated by a combination of on-street spaces and off-street lots. Although non-motorized vehicle travel and public transit are accommodated, the primary mode of travel is by passenger car or other vehicles. The roadway segments that accommodate traffic and pedestrians that coincide with the replacement pipeline alignment include Rosecrans Street between Strothe Road and Talbot Street, Rosecrans Street between Keats Street and Roosevelt Road, Rosecrans Street between Roosevelt Road and Lytton Street, Lytton Street to Sports Arena Boulevard, Talbot Street between Rosecrans Street and Scott Street, Keats Street between Scott Street and Rosecrans Street, Scott Street between Talbot Street and Garrison Street, Scott Street between Garrison Street and Keats Street, and Pacific Highway.

Environmental Effects: The following is a summary of the environmental consequences of the selected alternative (Alternative 2). Also included are mitigation, conservation, and impact minimization measures that would be implemented to reduce potential impacts and ensure that impacts would be less than significant:

Geological Resources. Alternative 2 would not have significant impacts on geological resources. Compliance with applicable regulations and engineering requirements and use of erosion control measures and best management practices (BMPs), would further reduce any potential impacts that could occur. Through addressing pipeline geological hazard concerns, operation of Alternative 2 would result in beneficial effects on geological

resources.

Avoidance and Impact Minimization Measures/Special Conservation Measures (SCMs):

- Compliance with the Construction General Permit, including implementation of erosion control measures and BMPs.
- Monitoring and sampling the pipeline excavation and closure corridors for potential contamination and proper characterization and disposal of any contaminated soil and groundwater encountered.
- Compliance with applicable Federal, State, and County regulations for pipeline construction.

Biological Resources. Construction activities at the San Diego River crossing would occur above and outside of the San Diego riverbed and would not affect biological resources. Draining, cleaning, and filling the existing pipe with concrete also would not impact biological resources. As such, potential construction-related impacts to biological resources would be limited to aquatic habitats and to developed and landscaped areas that currently lack native vegetation. Noise from construction activities would be temporary and generally consistent with the nature of the area. Therefore, noise from construction would have minor short term impacts on local wildlife that may leave the area during construction and return when construction is over. Any bird species passing through the project areas, including species protected under the Migratory Bird Treaty Act (MBTA), would likely fly over the pipeline and would be unaffected by pipeline construction. Since bats do not occur at the Pacific Highway Bridge, no bats would be affected by project construction, and operations would not affect potential bat habitat. The only threatened or endangered species with the potential to occur within the project area is the least Bell's vireo. However, the nearest documented least Bell's vireo occurrence is approximately 0.8 mile upstream from (i.e., to the east of) the project area and potential habitat within the project area is of very limited extent and would not be affected. Therefore, the implementation of Alternative 2 would not affect any threatened or endangered species, and no significant impacts would occur. Implementation of Alternative 2 would provide a beneficial effect to the biota found at the San Diego Bay and San Diego River by reducing the risk and potential volume of a fuel spill from the pipeline during operations. As such, impacts to biological resources associated with

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE
MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

implementation of Alternative 2 in the San Diego River and San Diego Bay areas would be less than significant.

Removal of the pipeline in the La Playa area would require obtaining a Section 401 Regional Water Quality Control Board permit as well as a Section 404/Section 10 permit from the U.S. Army Corps of Engineers for all construction activities occurring within jurisdictional wetlands and/or waters of the U.S. All jurisdictional wetlands and other waters of the U.S. would need to be fully restored, if impacted. As such, implementation of Alternative 2 would only result in temporary impacts to the habitat found at the La Playa waterfront area. Also, implementation of the below listed avoidance and impact minimization measures would further reduce any potential impacts to biological resources. Therefore, implementation of Alternative 2 would have less than significant impacts to biological resources in the La Playa area.

Avoidance and Impact Minimization Measures/SCMs:

- All construction activities would occur outside of the San Diego riverbed, and barriers such as silt fences and sand bags would be placed where appropriate to prevent debris, sediment, or other materials from entering the San Diego Bay or the San Diego River during construction.
- Project-related activities would not be permitted to cause the removal or failure of an active nest of any MBTA-protected species. To that end, prior to construction during the avian breeding season (1 February - 31 August), a qualified biologist would survey the affected area to confirm that no nests are present or to ensure avoidance of any active nests that are present.
- Where appropriate to discourage nesting on structures that are subject to construction, those structures may be screened or covered.
- Another bat survey would be performed within 30 days prior to commencing construction activities that would disturb the bridge structure. If bat species are found during the pre-construction survey effort, then an avoidance and/or relocation effort would be developed and implemented.
- Estuary seablite and woolly seablite along the La Playa waterfront area would be flagged and avoided to the maximum extent possible. If avoidance is not possible, the project revegetation plan would be amended to include the planting of these two rare and native plant species commensurate

with the level of impact in appropriate habitat along the La Playa waterfront area.

Water Resources. Alternative 2 would result in no impacts to surface water and would not result in significant impacts to groundwater, water quality, or floodplains. Compliance with applicable regulations and engineering requirements and use of erosion control measures and BMPs would further reduce any potential impacts that could occur. In addition, the reduced risk of pipeline leakage from this project would result in a beneficial impact to surface water, groundwater, and water quality.

Avoidance and Impact Minimization Measures/SCMs:

- Compliance with the Construction General Permit, including implementation of erosion control measures and BMPs.
- Dewatering activities would comply with *General Waste Discharge Requirements for Discharges from Groundwater Extraction*, if necessary.
- Monitoring and sampling the pipeline excavation and closure corridors for potential soil contamination would occur. If any contaminated soils are found they would be properly characterized and disposed of.
- Compliance with applicable Federal, State, and County regulations for pipeline construction.

Hazardous Materials and Wastes. No increase in human health risk or environmental exposure to hazardous materials or hazardous wastes would result from construction and operation of Alternative 2. Implementation of the below avoidance and impact minimization measures would further reduce any potential impacts that could occur. Therefore, implementation of Alternative 2 would have a less than significant impact with respect to hazardous materials and hazardous wastes. Implementation of Alternative 2 at the location of the geohazards would reduce the potential for release of fuel during an earthquake, which would result in a beneficial effect.

Avoidance and Impact Minimization Measures/SCMs:

- Proper management of hazardous materials and waste during the trenching and construction of the new pipeline and during the closure of the existing pipeline.
- Monitoring and sampling the pipeline excavation and closure

corridors for potential soil and groundwater contamination, and proper characterization and disposal of any contaminated soil and groundwater encountered.

- Compliance with applicable Federal, State, and County regulations for pipeline construction.

Public Health and Safety/Protection of Children. The pipeline would be constructed and operated in compliance with all applicable Federal, State, and County regulations, and in accordance with Navy policies and procedures. Implementation of all applicable safety procedures would prevent and minimize potential risk to human health and the environment associated with construction and operation of the new pipeline sections; therefore, no significant impacts would occur. Alternative 2 would enhance the pipeline's overall safety, reliability and integrity. It would also increase public and environmental safety by minimizing the potential for future pipe leaks or breaks; thus, long-term effects are considered beneficial. No disproportionate risk of injury or hazardous substances exposure to children per Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, would occur.

Avoidance and Impact Minimization Measures/SCMs:

- Avoidance and impact minimization measures/SCMs would be the same as described under *Hazardous Materials and Wastes* above.

Noise. Construction generated noise associated with Alternative 2 would be compliant with City of San Diego's noise ordinance. Construction noise would be temporary and generally consistent with the developed nature of the area; therefore, there would be no significant impacts from noise.

Avoidance and Impact Minimization Measures/SCMs:

- No avoidance and impact minimization measures/SCMs are proposed.

Air Quality. Estimated air emissions associated with Alternative 2 would be below the *de minimis* thresholds for Clean Air Act Conformity; therefore, there would be no significant impacts to air quality.

Avoidance and Impact Minimization Measures/SCMs:

- No avoidance and impact minimization measures/SCMs are

proposed.

Socioeconomics and Environmental Justice. Beneficial economic impacts would occur from construction activities as short-term jobs will be created. There would be no disproportionately high environmental or health impacts on low-income or minority populations. Therefore, there would be no impacts to socioeconomics and environmental justice.

Avoidance and Impact Minimization Measures/SCMs:

- No avoidance and impact minimization measures/SCMs are proposed.

Transportation and Circulation. The Proposed Action would not have any significant effect on peak hour commuting within and through the transportation region of influence because: (1) construction would be scheduled to avoid the peak hour and peak direction on Rosecrans Street to the extent feasible; (2) open trenches would be covered while construction is suspended; and (3) trenchless construction would be expedited to minimize construction duration. Therefore, because the impacts are temporary, localized, and occur primarily during non-peak traffic periods, the transportation and circulation impacts are less than significant.

Avoidance and Impact Minimization Measures/SCMs:

- Notify residents and businesses of upcoming road work and preclusion of access to their driveways.
- Minimize the duration of precluded access by adhering to the City of San Diego's standard maximum open trench length of 500 feet.
- Construct in a manner, through phasing and construction techniques, to minimize the duration of closure of Nichols Street (east leg), Qualtrough Street (east leg), Tennyson Street, Udall Street, Voltaire Street, Whittier Street, and Yonge Street to the extent feasible.
- Strategically phase construction to limit the number of cross-streets that will be closed and detour traffic traveling to/from or along side streets blocked by the construction trench to the next available side street.
- Through the use of traffic control, modify existing roadway geometrics to best maintain vehicular and bicycle access and provide capacity during the construction period within the available roadway right-of-way.

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE
MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

- For locations with temporary roadway closures or limitations on allowed turning movements during construction, sign detour routes to direct detoured traffic to collector or arterial streets to discourage cut-through traffic on residential streets.
- Where the project crosses high volume roadways, use trenchless construction techniques to reduce or eliminate effects to the crossing roadway.
- Where trenchless construction is required, the launch and receiving pits should be protected by temporary railing, and the construction activity should be expedited to complete this stage of construction as quickly as feasible.
- Nighttime construction should be implemented in selected nonresidential areas to minimize construction duration, which would in turn reduce both traffic and economic effects.
- Notify surrounding land uses of upcoming loss of on-street parking prior to beginning construction.
- Provide guidance for bicyclists to maneuver around the construction zone through the use of traffic control or detour routes.
- Coordinate with the Metropolitan Transit System prior to construction to identify changes to bus stops or bus routes.
- Provide public notification of changes to bus stops or bus routes prior to construction.
- During pipeline closure in place, locate pipeline access pits outside of major streets and high traffic areas to the extent possible.

Utilities. The proposed replacement pipeline would not intersect any existing utility, and no temporary interruption of utility service would result from construction activities. Installation of the replacement pipeline would have no effect on access to existing utilities for the purposes of maintenance or repair. Therefore, there would be no significant impacts to utilities.

Avoidance and Impact Minimization Measures/SCMs:

- No avoidance and impact minimization measures/SCMs are proposed.

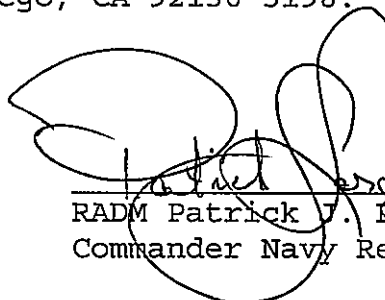
FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE
MIRAMAR PIPELINE REPAIR AND RELOCATION PROJECT, NAVAL BASE POINT LOMA

Finding: Based on the analysis presented in the EA and coordination with the City of San Diego, Unified Port of San Diego, and the California Coastal Commission, the Navy finds that implementation of the Selected Alternative (Alternative 2) will not significantly impact the quality of the human or natural environment or generate significant controversy.

The EA prepared by the Navy addressing this action is on file and interested parties may obtain a copy from:

NBPL Miramar Pipeline EA Project Manager
Naval Facilities Engineering Command Southwest,
Attention: (RUE20.TB)
2730 McKean St., Building 291
San Diego, CA 92136-5198.

24 APR 15
Date



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