SAN DIEGO UNIFIED PORT DISTRICT
Environmental & Land Use Management Department
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COASTAL DEVELOPMENT PERMIT

Applicant: Sandor Halvax
Manager, Environmental Programs
BAE Systems
P.O. Box 13308
San Diego, CA 92170-3308

Project: BAE Systems Pier 1 North Drydock Project

Location: 2205 Belt Street, San Diego, CA 92113

You are hereby granted a Coastal Development Permit (Permit). This Permit is issued in conformance with the California Coastal Act of 1976 and the Coastal Permit Regulations of the San Diego Unified Port District, as adopted by the Board of Port Commissioners on July 1, 1980, Resolution No. 80-193, and as amended on December 2, 1980, Resolution No. 80-343, and on February 14, 1984, Resolution No. 84-62, in accordance with the provisions for the issuance of a [ ] Emergency [X] Non-Appealable [ ] Appealable Coastal Development Permit.

Date of Board Action: November 17, 2015

Board of Port Commissioners Resolution Number: 2015 - XXX

Date of Permit: November XX, 2015

Application Number: 2014-31

Permit Number: CDP-2015-XX

The Project, as defined below, is located between the sea (as defined in the Coastal Act) and the first inland continuous public road paralleling the sea. The Project is fully consistent with Public Resources Code Sections 30604(c), 30210-30224, and the Coastal Act public access and recreation policies referenced therein.

This Permit is limited to the development described below and set forth in material on file with the San Diego Unified Port District (District), and subject to the terms,

conditions, and provisions hereinafter stated:

DEVELOPMENT

The Project Applicant and proponent, BAE Systems San Diego Ship Repair, Inc. (referred to herein as Permittee), proposes to replace an existing wet berth with a new drydock that would be located on the north side of the existing Pier 1 at the BAE Systems San Diego Ship Repair (BAE Systems) facility located at 2205 East Belt Street in San Diego (see Exhibit 1). The proposed drydock and associated improvements (collectively, Project) would include the following, as described further below:

- Underwater improvements;
- Dredging;
- Ramp wharf;
- Mooring dolphins;
- Floating drydock;
- Utilities;
- Certain other Project features;
- Bay coverage and shading; and
- Eelgrass mitigation.

The drydock would extend approximately 350 feet (ft) past the U.S. Pierhead Line and into California State Lands Commission (CSLC) jurisdiction. As such, Permittee is also required to obtain approval (e.g., Coastal Development Permit) from the California Coastal Commission (CCC), as well as other potential approvals from other agencies.

Underwater Improvements

To prevent undermining of the existing Pier 1, an underwater wall and cantilevered king pile installation is proposed to be constructed. These underwater improvements would allow for dredging adjacent to the pier without adversely impacting the strength and integrity of the pier, which would continue to moor large U.S. Navy vessels on the south side of that pier. The overall length of these underwater improvements is approximately 700 ft, and extend from the U.S. Bulkhead Line to the U.S. Pierhead Line.

Dredging

The Project proposes dredging to provide sufficient water depth to submerge the floating drydock. The drydock would require a Bay bottom elevation of -65 ft Mean Lower Low Water (MLLW), as shown in Exhibit 2. Additionally, to provide a route to enter the drydock, some minor dredging may be required between the end of the dock and the Bay channel. The majority of the dredging would be located east the U.S. Pierhead Line within District tidelands. Dredging west of the U.S. Pierhead Line is within the jurisdiction of the CSLC and the CCC. Sediment is proposed to be disposed of at either the U.S. Environmental Protection Agency (EPA)-approved ocean disposal site commonly known as LA-5, or outside of tidelands (upland) at an appropriately permitted landfill. Some sediment may also be used for beneficial reuse. Based on preliminary bathymetric survey data, dredging is anticipated to generate approximately 395,000 cubic yards (cy) of sediment.

All sediment would be tested by the U.S. Army Corps of Engineers (USACE) and the EPA. Sediment that meets ocean disposal and beneficial reuse standards will either be taken by barge to the LA-5 ocean disposal site, which is located approximately 13 miles west of the Project site, or utilized for beneficial reuse in San Diego Bay. The beneficial reuse of sediment would mitigate Project impacts to subtidal vegetated habitat (eelgrass). The Project's dredging activities are proposed to remove approximately 0.13-acre of eelgrass. Mitigation for this impact is discussed further below. Any sediment not approved for ocean disposal or beneficial reuse would be characterized, profiled, and disposed of outside of tidelands (upland) at an appropriately permitted landfill.

Ramp Wharf

A ramp wharf designed for accessing the drydock is proposed adjacent to and westward of the bulkhead and would extend from approximately the current bulkhead line to approximately 125 ft into the Bay. The ramp wharf structures are designed to support heavy vehicle and equipment loads and constructed of a reinforced concrete deck supported by precast concrete piles proposed to be anchored along the shoreline. The elevation of the wharf is proposed to be approximately +13 ft MLLW. This elevation is 12 inches higher than existing piers at the BAE Systems site and has been designed to account for some rise in sea level.

The deck support system would require pile driving and would consist of both vertical and batter piles. The batter piles would provide lateral resistance to seismic loads. Along the perimeter of the ramp wharf a concrete curb would be constructed that would control storm water runoff and divert it to existing onshore stormwater collection facilities. Electrical conduits are proposed to be located within the pier deck and be cast in place when the pier deck is poured. Other utility piping, such as mechanical and electrical, is proposed to be installed from the shore to the drydock.

The ramp wharf is proposed to be constructed of three independent structures with the northernmost structure measuring approximately 134 ft by 35 ft, the intermediary structure measuring approximately 134 ft by 76 ft, and the southernmost structure measuring approximately 134 ft by 70 ft, with a combined total area of approximately 22,088 sf (including pedestrian and vehicle ramps). The southernmost structure is proposed to be constructed first; however, the northernmost and intermediary structures cannot be constructed until the adjacent cooling tunnels are removed. The cooling tunnels, which are located landside immediately north of Pier 1, are proposed to be removed independently of the drydock and their removal is not permitted as part of this permit. Until the cooling tunnels are removed, temporary pedestrian access to the north side of the drydock would extend from the shoreline via a temporary wharf ramp.

Mooring Dolphins

To accommodate the mooring of the proposed drydock, two mooring dolphins (one new and one retrofit) are proposed to be installed approximately 344 ft and 890 ft offshore (west) of the U.S. Bulkhead Line. Dimensions of each dolphin would be approximately

26 ft by 33 ft in size and include a 4-ft thick concrete deck. Each dolphin is proposed to be supported by 24 concrete 24-inch octagonal piles and outfitted with two 100-ton double bitts. The square footage of the proposed new western drydock dolphin is approximately 714 sf. The easternmost mooring dolphin is proposed to be retrofitted into the existing Pier 1 structure, adding approximately 194 sf of area. The new dolphins are necessary to provide a fixed mooring structure to secure the drydock. One of these dolphins is in the CSLC jurisdiction. The existing western Pier 1 mooring dolphin will be expanded from an existing area of 345 sf to 483 sf (for a total increase of 138 sf). This expansion entails the installation of three additional 24-inch octagonal piles on the south side of the mooring dolphin. Pile driving would occur as part of the mooring dolphin construction.

Floating Drydock

The Project includes installation of a new floating drydock (see Exhibit 3). The new floating drydock would be approximately 205 ft in width and 851 ft in length (174,455 sf in total) plus aprons (approximately 16,165 sf in total) attached to the drydock on each end. It is anticipated that the majority of the drydock would be assembled off site. However, some additional drydock assembly work is proposed to occur on-site once the drydock is towed to the shipyard.

Utilities

The Project includes improvements to the electrical and mechanical utilities at the Project site. Branches from existing utilities would provide electric service, salt water, potable water, and sewage to barge berths. Other improvements include, but are not limited to:

- New electrical feeder cables, switches and distribution systems;
- New landside and waterside lighting, including pole lights and imbedded light fixtures in the wharf structure; and
- Shore and wharf data, telephone and television systems for use by vessels in drydock.

Project Features

The Project also includes the following Project feature, which will be constructed or implemented as part of the Project:

All new lighting would consist of light-emitting diode (LED) fixtures. In addition, the Project would include installation of two electric cranes mounted on the drydock itself and no diesel cranes will be used on the new drydock. Additionally, the Project will include installation of a zero-discharge salt water system (pumps) using smart controllers and cascading pumps that minimize operation of only to those pumps necessary to keep up with actual demand.

Prior to issuance of a grading permit, the Permittee shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, Permit No. CAS000002)

(Construction General Permit [CGP]). The Permittee shall complete and file a Notice of Intent with the San Diego Regional Water Quality Control Board (RWQCB) to obtain coverage under the CGP. A Storm Water Pollution Prevention Plan (SWPPP) and all other CGP requirements shall be prepared and implemented for the Project in compliance with the requirements of the CGP. The SWPPP shall identify construction best management practices (BMPs) to be implemented to control the discharge of pollutants in storm water runoff as a result of construction activities.

The Permittee shall comply with the Statewide General Waste Discharge Requirements (individually, WDR and collectively, WDRs) for discharges to land with a low threat to water quality (Order No. 2003–0003-DWQ) during construction activities. This permit establishes minimum standards for low threat discharges to water quality.

All dewatering activities shall comply with the requirement set forth in the General WDR for Discharges from Temporary Groundwater Extraction and Similar Waste Discharges to San Diego Bay, Tributaries Thereto under Tidal Influence, and Storm Drains or Other Conveyance Systems Tributary Thereto Order No. R9-2007-0034 (NPDES No. CAG919001).

The Permittee shall comply with the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, Incorporated Cities of San Diego County, the District, and the San Diego County Regional Airport Authority (Order No. R9-2013-0001, NPDES No. CAS0109266) (Municipal Permit). The Municipal Permit requires pollutants and runoff flow during the planning, construction, and operational phase of the Project. The Permittee shall identify and apply BMPs to reduce storm water pollutants to the maximum extent practicable for the Project. In addition, the Municipal Permit shall require each co- permittee to implement a Jurisdictional Runoff Management Plan (JRMP) and incorporate a Standard Urban Storm Water Mitigation Plan (SUSMP) into their project approval process. The District has prepared the District JURMP and the District SUSMP in accordance with the Municipal Permit requirements.

As required by the District's SUSMP, the Permittee shall be required to prepare an Urban Storm Water Mitigation Plan (USMP). The USMP shall describe how the Project shall meet SUSMP requirements in order for the Project application to be considered complete. The USMP shall identify pollutants of concern, conditions of concern, appropriate BMPs, and BMP maintenance requirements. Furthermore, the USMP shall include storm water BMP maintenance provisions in an Operations and Maintenance Plan.

The Project shall comply with the requirements set forth in the Storm Water Management and Discharge Control Ordinance adopted by the District. This Ordinance outlines requirements for dischargers and places of discharge to the storm water conveyance system and the receiving waters that are necessary to adequately enforce and administer all laws that provide protection and enhancement of water quality. Pursuant to this Ordinance, the Project shall comply with the Construction General

Permit and the Municipal Permit, as well as BMPs, to reduce pollutants of concern to the maximum extent practicable.

The contractor shall comply with the requirements set forth in WDRs for BAE Systems San Diego Ship Repair Inc. (Order No. R9-2015-0034, NPDES No. CA0109151). All storm water runoff will be contained on-site before discharging into the storm sewer system. If discharge from the drydock must occur, it shall be regulated.

Prior to construction, Permittee shall require the construction contractor to implement best available control measures (BACMs) in accordance with San Diego Air Pollution Control District Rule 55. This would ensure that fugitive dust controls are in place during construction and demolition activities.

The Permittee will prepare a Construction Management Plan for the Project. The Construction Management Plan should be developed in coordination with the City of San Diego Development Services to address the following:

- Implement traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize to access the site and for the delivery of construction materials, traffic controls and detours, and a proposed construction phasing plan for the Project.
- Specify the hours during which transport activities can occur and methods to mitigate potential construction-related impacts to adjacent streets.
- Identify haul route(s) for any materials to be removed and/or imported to the satisfaction for the City's Traffic Engineering staff; these routes may include circulation modifications to help reduce any temporary construction impacts.
- Subject to the direction of the City's Traffic Engineering staff, haul operations associated with the materials export/import may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.).
- Require the Permittee to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Permittee shall clean adjacent streets, as directed by the City's Traffic Engineering staff (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Hauling or transport of oversize loads will be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours on weekends or federal holidays.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route(s), the Permittee will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.

- All construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site to the extent feasible.
- The Construction Management Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD), as well as City requirements.

Bay Coverage and Shading Impacts
The Project would result in approximately 168,425 sf (or 3.8 acres) of Bay coverage and shading. Shaded areas would occur from the drydock and aprons, ramp wharves, mooring dolphins, and piles.

Eelgrass Mitigation
A 1.2:1 mitigation ratio is required for eelgrass habitat impacts from dredging, which would result in a mitigation requirement of 0.16-acre. A 1:1 mitigation ratio is required for bay coverage impacts. The beneficial reuse of sediment from the Project would be used to mitigate Project impacts to subtidal vegetated habitat (eelgrass) associated with dredging and the increased bay coverage. The mitigation site will be sized to ensure ultimate achievement of the targeted 1:1 mitigation ratio to mitigate bay coverage impacts of 3.8 acres, as well as the 1.2:1 mitigation ratio of direct eelgrass impacts. However, the sizing of the site will have the potential to generate significantly more eelgrass habitat than required by the Project as insurance against any shortfalls and the need for supplemental mitigation actions.

There are two potential beneficial reuse sites: the Northern and the Southern Alternative Mitigation Sites, as shown on Exhibit 4. The Northern Alternative Mitigation Site is located south of the Sweetwater River Flood Control Channel within the San Diego Bay National Wildlife Refuge, and the Southern Alternative Mitigation Site is located further south and adjacent to a channel within the District. Either of these sites may be used or an alternative site if appropriate and approved by the District.

Construction
The Project would be constructed in five phases over approximately 18 months: (1) Pier 1 North submerged wall, (2) retrofitting of existing Pier 1 mooring dolphin, (3) dredging, (4) wharf and mooring dolphin construction, and (5) shoreline and utilities. Construction is anticipated to begin in early 2016 and is proposed to be complete by mid-2017.

All haul trucks required for Project construction will avoid truck travel on surface streets through non-designated truck routes.

STANDARD PROVISIONS

1. Permittee shall adhere strictly to the current plans for the Project as approved by the District and the Project as described above.

2. Permittee shall notify the District of any changes in the Project and herein described. Notification shall be in writing and be delivered promptly to the District. District

approval of the Project change may be required prior to implementation of any change, and may require an amendment to this Permit.

3. Permittee and the Project shall meet all applicable codes, statutes, ordinances and regulations, and Permittee shall obtain all necessary permits from local, regional, state, and federal agencies.

4. Permittee shall conform to, and this Permit is subject to, the permit rules and regulations of the District, including, but not limited to, the District's Coastal Development Permit Regulations.

5. Permittee shall be responsible for compliance with Americans with Disabilities Act and Title 24 specifications.

6. Permittee shall commence development within two (2) years following the date of this Permit issuance by the District. Construction shall be pursued in a timely manner and completed with all diligence and within a reasonable period of time when considering the characteristics of the Project.

7. This Permit is in no way intended to affect the rights and obligations heretofore existing under private agreements nor to affect the existing regulations of other public bodies.

8. This Permit shall not be valid unless two copies have been returned to the Environmental & Land Use Management Department of the District, upon which copies the Permittee has signed a statement agreeing that the Permittee will abide by the terms, conditions, limitations, and provisions of this Permit.

9. The Permittee and contractor shall perform all BMPs during construction and maintenance operations. This includes no pollutants in the discharges to storm drains or to Pacific Ocean, to the maximum extent practicable.

10. All District tidelands are regulated under Regional Water Quality Control Board Order No. R9-2013-0001, NPDES Permit No. CAS0109226, Municipal Permit. The Municipal Permit prohibits any activities that could degrade stormwater quality.

    The Permittee shall ensure that post-construction / operational use of this Project site complies with the Municipal Permit and District direction related to permitted activities including the requirements found in the District's JRMP. The JRMP is available on the District website: https://www.portofsandiego.org/environment/clean-water or by contacting the Environmental & Land Use Management Department, (619) 686-6254.

11. This Project may be subject to the District post-construction BMP requirements. If so, approval of the Project by the District is necessarily conditioned upon submission by the Permittee of a Project specific Stormwater Quality Management

Plan (SWQMP) that meets District requirements and is compliant with the District BMP Design Manual (JRMP Appendix D). The Permittee shall implement all post-construction structural and non-structural BMPs throughout the life of the Project.

The implementation and maintenance of the post-construction BMPs constitute regulatory obligations for the Permittee, and failure to comply with the Municipal Permit, the JRMP, or the District approved SWQMP, including the specific BMPs contained therein, may be considered a violation of this Permit and a violation of District Code.

12. In the discretion of the District, Permittee may be required to require that their contractor(s) furnish security, naming the District as a dual obligee, in the form of a performance bond and a payment bond, each in an amount deemed appropriate by the District to guarantee payment of the subcontractors, completion of the approved work under this Permit, and compliance with the conditions and limitations upon which this Permit is granted. Permittee may also be required by the District to furnish security in the form of a payment bond in an amount deemed appropriate by the District to guarantee payment to the contractor(s) for work performed under this Permit.

13. By accepting this Permit, Permittee acknowledges and agrees (a) that the Project site may be subject to environmental conditions and hazards; (b) to assume the risks to the Permittee of injury and damage from such conditions in connection with the implementation of the Project; (c) to unconditionally waive any claim of damage or liability against the District, its Board of Port Commissioners, officers, agents and employees ("District" for purposes of this condition) for injury or damage from such conditions to persons performing the work for which this Permit is issued; (d) to defend, indemnify and hold harmless, and require that Permittee's engaged contractor(s) for the Project to defend, indemnify and hold harmless, the District from any claim, demand, liability, loss, action, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment (collectively, Claim) arising out of, resulting from, or in any way related to the performance of the work by Permittee's contractor(s) for which this Permit is issued, with the exception of any Claim resulting from the Project caused by the sole negligence or willful misconduct of the District; (e) to defend, indemnify and hold harmless the District from any Claim arising out of, resulting from, or in any way related to the District's approval of the Project, the granting of this Permit, and the District's certification of the Final Environmental Impact Report or other actions required under the California Environmental Quality Act or California Coastal Act; and (f) that Permittee will require Permittee's contractors to name the District as an additional insured on all policies of insurance, now in existence or to be obtained by them, for the work conducted pursuant to this Permit.

14. By accepting this Permit, Permittee acknowledges and agrees that: (a) it is the sole and exclusive responsibility of Permittee, and not the District, to ensure that all persons and/or entities who provide any labor, services and/or equipment in

connection with the Project, shall comply with the requirements of California's prevailing wage laws (collectively, PWL), to the extent such laws are applicable; and (b) it is the sole and exclusive responsibility of Permittee, and not the District, to determine whether the Project is subject to PWL by obtaining a determination by means that do not involve the District. If the Project is determined to be subject to the PWL, Permittee shall comply with all applicable provisions of the PWL, and shall take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project shall likewise comply with all applicable provisions of PWL.

By accepting this Permit, Permittee further acknowledges and agrees that Permittee's failure to comply with all applicable provisions of PWL, and/or their failure to take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project comply with all applicable provisions of PWL, shall render Permittee, and not the District, liable for all remedies (inclusive of all applicable fines and penalties), afforded by law as a consequence of such non-compliance. Permittee expressly acknowledges and agrees to defend, indemnify and hold harmless the District, from any Claim arising out of, resulting from, or in any way related to PWL (collectively PWL Claim) made against or incurred by the District in any capacity (including, without limitation, as a real party in interest), except for any PWL Claim arising out of the sole negligence or willful misconduct of the District.

15. The conditions of this Permit are independent of, and in addition to, the obligations of the Permittee under any existing lease(s), Tidelands Use and Occupancy Permit(s), or other contractual agreement(s) with the District, and are binding upon Permittee and its agents, representatives, successors and permitted assigns.

SHORT TERM CONSTRUCTION MEASURES

1. To minimize noise during construction, the Permittee will require the construction contractor to (a) restrict normal construction activities from 7:00 am to 7:00 pm; (b) keep construction equipment as far as possible from sensitive receptors; and (c) provide acoustical shielding around equipment operating at night, from 10:00 pm to 7:00 am. If construction needs to occur between the hours of 7:00 pm and 7:00 am and/or during other normally prohibited times such as holidays, the Permittee shall demonstrate that the activity has been permitted by the City of San Diego's Noise Abatement and Control Administrator, in conformance with San Diego Municipal Code Section 59.5.0404.

2. To minimize nuisance effects from lights or glare during construction, the Permittee will require the construction contractor to shield and direct night lighting away from adjacent areas.

3. All construction equipment shall be maintained in optimal condition to reduce the equipment's operational emissions.

4. Diesel equipment shall use low-sulfur diesel fuel.

5. Electric equipment shall be used to the maximum extent feasible during construction.

6. The Permittee shall require the construction contractor to provide construction employees with transit and ride share information.

7. The Permittee shall ensure that any site contamination is identified and a site restoration plan, acceptable to the appropriate regulatory agencies, is prepared and implemented to reduce any existing contamination to a level that has no potential to threaten employee or human health as defined under existing regulations. If any potential exists for impacts to employee health from exposure to hazardous materials, workers shall be provided with adequate protective gear.

8. The Permittee shall require all employees that are exposed to noise levels in excess of Occupational Safety and Health Administration (OSHA) hearing protection thresholds, during construction or operation, to wear noise protection devices (ear plugs and covers) that are protective of individual hearing.

9. Permittee and/or contractor shall comply with State Water Resources Control Board Order No. 2009-0009-DWQ (NPDES General Permit No. CAS000002), and Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (commonly known as the Construction General Permit), as adopted, amended, and/or modified. Construction activity subject to the Construction General Permit requires development and implementation of a SWPPP. The Permittee and/or contractor are responsible for submitting to the District a SWPPP that is compliant with the Construction General Permit and District required minimum BMPs. The District requires the use of District SWPPP templates. Once approved, the SWPPP document shall be maintained on the construction site at all times and made available for review by the District or other regulatory agencies.

   The Permittee and/or contractor is responsible for ensuring that the SWPPP document is maintained on the site, implemented, and amended as required throughout construction. No discharges of any material or waste, including potable water, wash water, dust, soil, trash, and debris, may contaminate stormwater or enter the stormwater conveyance system. Any such material that inadvertently contaminates stormwater or enters the stormwater conveyance system as part of site operations shall be removed immediately. All unauthorized discharges to the stormwater conveyance system or the Bay or the ocean shall be reported immediately to the District Environmental & Land Use Management Department, in order to address any regulatory permit requirements regarding spill notifications.

   The Project's total disturbed soil area (DSA) shall not exceed 5 acres during the rainy season (October 1 - April 30) and 17 acres during the non-rainy season (May 1

- September 30). The District may temporarily increase these limits if the individual site is in compliance with applicable stormwater regulations and the site has adequate control practices implemented to prevent stormwater pollution.

SPECIAL PROVISIONS

1. Permittee shall comply with all applicable Mitigation Monitoring and Reporting Program requirements (attached as Attachment A), as described in the "BAE Systems Pier 1 North Drydock Project" Final Environmental Impact Report (UPD #EIR-2014-31; SCH #2014041071, Clerk Document No. XXXXX), dated November 2015, and adopted by Resolution No. 2015-XXX on November 17, 2015. The Mitigation Measures are provided in the following Special Provisions.

2. Permittee shall comply with all Project Features, as described in the "BAE Systems Pier 1 North Drydock Project" Final Environmental Impact Report (UPD #EIR-2014-31; SCH #2014041071, Clerk Document No. XXXXX), dated November 2015, and adopted by Resolution No. 2015-XXX on November 17, 2015, and above on page 2 of this Permit under the DEVELOPMENT section, which are herein incorporated by reference.

3. By accepting this Permit, Permittee acknowledges and agrees that it is conducting development under this Permit without obtaining District approval of an updated real estate agreement (e.g., lease or lease amendment) or any extension of lease-term in accordance with BPC Policy No. 355 or otherwise. By accepting this Permit, Permittee further acknowledges and agrees that it is assuming the risk that the District may not grant an updated real estate agreement or extension of lease-term, despite the start and/or completion of the Project development authorized under this Permit, and that the District retains its sole and absolute discretion to approve or disapprove an updated real estate agreement (e.g., lease or lease amendment) or any extension of lease-term.

4. Activities allowed on Parcel No. 2 of Port Parcel #021-028 (a 2-acre landside parcel, also known as the "TUOP property," as identified on Exhibit 5) will be limited to (a) those activities associated with the Remedial Action Plan (RAP) to comply with the Clean-up and Abatement Order (CAO) No. R9-2012-0024, which have been analyzed as part of the previously certified Program EIR for the Shipyard Sediment and Remediation Project; and/or (b) pierside activities in support of ship repair operations, which include parking, movement of vehicles and equipment, temporary storage and movement of materials, and other staging activities in support of pierside activity.

5. All haul trucks associated with Project construction and operation shall access Interstate 5 (I-5) via the designated route of East Harbor Drive and 28th Street and shall avoid the Barrio Logan neighborhood. This route shall be identified in the construction documents for the Project.

6. Prior to the commencement of dredging or pile-driving activities, Permittee shall retain a qualified biologist, approved by the Director of the Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District), to monitor dredging and pile-driving Project activities. The Biological Monitor shall be placed in the best vantage point practicable to monitor, using binoculars and the naked eye, and when applicable, shall communicate directly with the construction superintendent and/or hammer operator if a special-status species is sighted. The Biological Monitor shall be authorized to temporarily halt or redirect work in the event that special-status species are sighted. Once the special-status species is out of the construction area, the Biological Monitor shall direct work to recommence. The Biological Monitor shall keep daily logs for each construction work day. These logs shall be maintained by Permittee and shall include at minimum: dates, names of monitors, descriptions of construction activity, times of observations, actions taken upon observations, and detailed descriptions of any special-status species, including observations and behaviors of observed animal(s) with notations on its (their) arrival and departure in the construction area. In the event that the Biological Monitor suspects that work being conducted would have significant adverse effects to special-status species, he/she shall immediately notify the contractor and Permittee and impose corrective measures, such as temporarily halting construction activity and/or redirecting construction activity from within specific locations. If the situation is not remedied immediately, the monitor shall notify the permitting agencies. The monitoring log, along with a summary of observations, shall be submitted to the United States Army Corps of Engineers (USACE) and the District within 60 days of the completion of the mitigation monitoring. (Mitigation Measure BIO-1)

7. For a period of 15 minutes daily prior to the start of in-water construction activities, a qualified biologist, approved by the Director of the ELUM, or designee, of the District, shall monitor a 380-foot (116 meters) surface radius around the activepile driving areas (which includes the acoustical Zone of Influence as defined in the *BAE Systems Pier 1 North Drydock Hydroacoustic Technical Study*, Tierra Data, January 2015) to ensure that special-status species are not present. The construction contractor shall not start work if any observations of special-status species are made prior to starting pile driving. If a special-status species approaches or enters within the 380-foot (116 meters) surface radius of pile-driving activities, the construction contractor shall halt the piling-driving activity until the qualified biologist confirms that the animal has voluntarily left the area or 15 minutes have passed without redetection of the animal. If weather conditions prevent the visual detection of special-status species (e.g., heavy fog), any pile-driving activities with the potential to reach the Level A Harassment Injury threshold shall not be conducted until conditions change to allow for visual detection. (Mitigation Measure BIO-2)

8. When performing impact pile driving, the contractor shall commence work with one soft strike at 40 percent or less energy, followed by a 30-second period of no pile driving, prior to commencing full pile-driving activities. The purpose of this activity is

to encourage special-status species to leave the Project site prior to commencement of work. A qualified biologist, approved by the District's ELUM Director, or designee, shall then commence monitoring to determine if turtles or marine mammals are in the area. If any special-status species are in the area, the Biological Monitor shall be authorized to temporarily halt construction. Once the species are out of the construction area, the Biological Monitor shall direct work to recommence. This process shall be repeated if pile driving ceases for a period greater than 1 hour. (Mitigation Measure BIO-3)

9. Prior to issuance of coastal development permit, Permittee shall prepare a final mitigation plan and identify a final mitigation site in San Diego Bay to meet a 1:1 mitigation ratio for approximately 168,425 square feet (3.8 acres) of bay coverage impacts. The final mitigation plan shall be reviewed and approved by the Director of ELUM, or designee, of the District.

   Demolition and construction activities associated with the Project shall conform to the requirements of the Southern California Eelgrass Mitigation Policy (SCEMP) (National Marine Fisheries Service [NMFS] 1991, revision 11). In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist within 30 days following Project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by the Director of ELUM, or designee, of the District and the NMFS, and implemented to offset losses to eelgrass. Impacts are anticipated to be approximately 0.13 acre with a mitigation requirement of approximately 0.16 acre. The identified mitigation site shall be acceptable to the Director of ELUM, or designee, of the District and the resource and regulatory agencies. Permittee shall secure all applicable permits for the mitigation site prior to commencement of any dredging activities. (Mitigation Measure BIO-4)

10. Where feasible, the Project contractor shall schedule and complete all dredging and in-water construction activity outside of the nesting season for California least tern (generally between mid-April and late September).

    Should dredging and in-water construction need to occur during the California least tern nesting season, the following construction measures shall be implemented:

    - The contractor shall deploy a turbidity curtain around the dredging areas to restrict the visible surface turbidity plume to the area of construction and dredging. It shall consist of a hanging weighted curtain with a surface float line and shall extend from the surface to 20 feet down into the water column. The

goal of this measure is to minimize the area of the bay in which visibility of prey by terns is obstructed.

- A qualified biologist shall conduct monitoring within 500 feet of construction activities to identify presence of terns displaying foraging behavior (e.g. searching and diving) and assess adverse impacts, if any, to California least terns. Should adverse impacts to terns occur (e.g., agitation or startling during foraging activities), construction shall cease until terns have left the Project site. The goal of this measure is to minimize noise impacts to California least terns. (Mitigation Measure BIO-5)

11. Prior to commencement of construction activities associated with the Project, the boundaries of any existing eelgrass beds, located along the bulkheads adjacent to Pier 1 within the BAE Systems facility, shall be staked by the contractor with ridged polyvinyl chloride (PVC) markers or self-centering buoys visible at all tide heights. The contractor shall protect, replace, and maintain the markers/buoys as needed to ensure that they remain in place and that they are avoided. In addition, the contractor shall properly stake the boundaries of the eelgrass beds until all construction activities associated with the Project are complete. (Mitigation Measure BIO-6)

12. Prior to commencement of dredging activities, the contractor shall deploy a turbidity curtain around the dredging areas to limit turbidity drift. The turbidity curtain shall consist of a hanging weighted curtain with a surface float line and shall extend from the surface to below the lower depth of the existing eelgrass beds (a minimum of 20 feet deep) and the turbidity curtain shall be kept a minimum of 20 feet away from staked eelgrass beds in order to prevent damage to eelgrass beds from curtain drag or movement. (Mitigation Measure BIO-7)

13. During shoreline work, the contractor shall protect eelgrass beds with silt curtains deployed above the eelgrass and below the shoreline work area. The silt curtain shall be designed to prevent drift (for example, stretched between stakes so that the curtain is rigid), so that impacts to eelgrass during shoreline work are avoided. (Mitigation Measure BIO-8)

14. Permittee shall conduct a surveillance-level survey for *Caulerpa taxifolia* and *Undaria pinnatifida* not more than 90 days before the initiation of construction activities within San Diego Bay to determine the presence/absence of this species within the immediate vicinity of the Project and shall submit the findings to the District. If *Caulerpa taxifolia* or *Undaria pinnatifida* is identified during a survey, or at any other time before, during, or within 120 days following completion of authorized activities, both the NMFS and the California Department of Fish and Wildlife (CDFW) shall be contacted within 24 hours of first noting the occurrence. In the event that either *Caulerpa taxifolia* or *Undaria pinnatifida* is detected, all disturbing activity shall cease until such time as the infestation has been isolated and treated,

or the risk of spread from the disturbing activity is eliminated in accordance with the Caulerpa Control Protocol (CCP). (Mitigation Measure BIO-9)

15. Prior to issuance of coastal development permit, Permittee shall submit a Final Geotechnical Report, subject to review and approval by the District's Engineering-Construction Department Director, or designee, indicating that design, dredging, and construction shall be performed in accordance with the requirements of the most current California Building Code (CBC) applicable at the time of construction, appropriate local construction regulations, and the requirements of the Project geotechnical consultant. All dredging and construction activities shall be conducted in conformance with the recommendations included in the Final Geotechnical Report and with the constraints identified in the *Geotechnical Report Pier 1 Dry Dock EIR BAE Systems San Diego Ship Repair San Diego, California* (TerraCosta Consulting Group, Inc., March, 2015) (Geotechnical Report).

    Conditions identified in the Geotechnical Report to be addressed in the Final Geotechnical Report include, but are not limited to:

    1. *King Pile Wall*: Identify removal quantities of the relatively loose bay deposits susceptible to liquefaction, primarily those at the eastern end of the king pile wall alignment adjacent to Pier 1, and determine appropriate design to address increased loading on the wall system.
    2. *Mooring Dolphins*: Determine sufficient embedment depth into the underlying terrace deposits to provide the necessary frictional and end-bearing resistance needed to accommodate the axial and uplift forces associated with the anticipated lateral loading.
    3. *Ramp Wharves*: Determine sufficient embedment depth into the underlying terrace deposits to provide the necessary frictional and end-bearing resistance needed to accommodate those forces. Require piles to provide the necessary axial and uplift resistance to seismically-induced lateral loads.
    4. *Supplemental Pier 1 Piles*: Determine sufficient embedment depth of both vertical and battered piles into the underlying terrace deposits to provide the necessary frictional and end-bearing resistance needed to accommodate the axial and uplift forces associated with the anticipated lateral loading.
    5. *Drydock Sump Dredging – Removal of Jetty*: Before or during dredging, confirm removal of any remaining sheetpile jetties in the vicinity of the proposed sump.
    6. *Drydock Sump Dredging – Review and Adjust Excavations*: Confirm that the inclinations of the dredged excavations and depths of removals are reviewed and adjusted as necessary to maintain the stability of surrounding structures, including the proposed king pile wall, Pier 1, and the existing and proposed bulkhead walls along the bulkhead line.
    7. *Drydock Sump Dredging – Analysis of Capacity*: Include analysis of existing Pier 1 pile capacities to identify the potential for reduced pile capacities as a result of

dredging, and the possible need for supplementary piles if additional capacity is required.

Additional site testing and final design evaluation shall be conducted by the Project geotechnical consultant to refine and enhance these requirements. If the Project geotechnical consultant identifies modifications or refinements to the requirements, Permittee shall require appropriate changes to the final Project design and specifications, subject to review and approval by the District. (Mitigation Measure GEO-1)

16. Prior to commencement of construction activities, contractor shall prepare a Health and Safety Plan (HASP) for landside activities and submit it for review and approval by the District's ELUM Director, or designee. The HASP shall include appropriate recommendations and implementation of measures if contaminated groundwater or soils are encountered during any trenching activities. Permittee shall require that all construction subcontractors comply with the HASP and appropriate health and safety measures in Section 29 Code of Federal Regulations (CFR) Part 1926, which are focused on worker safety in excavations. In the event that suspicious odors are detected in soil, construction shall be terminated until the soil is properly characterized for hazardous waste content. Appropriate measures shall be taken in compliance with all applicable regulations for the characterization and disposal of hazardous materials. The District shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-1)

17. Prior to commencement of dredging operations, contractor shall prepare a Hazardous Materials Dredging Management Plan (DMP) for review and approval by the District's ELUM Director, or designee, and the Regional Water Quality Control Board (RWQCB). The DMP shall contain Standard Operation Procedures (SOPs) that are developed for the Project prior to initiation of dredging and are implemented for the duration of the dredging activity. The DMP shall include the following specifications to prevent release of hazardous materials during construction activities:

1. Personnel involved with dredging and handling of the dredged material shall be given training on their specific task areas, which shall be identified in the HASP. The training shall be approved by the District and carried out by Permittee per Occupational Safety and Health Administration (OSHA) requirements. The training materials include:
   a. Potential hazards resulting from accidental oil and/or fuel spills;
   b. Potential impacts to water quality associated with turbidity; and
   c. Proper operation of dredging equipment.
2. Required instrumentation to avoid spillage of dredged material shall be identified for each piece of equipment used during dredging operations.
3. Personnel shall be required to visually monitor for oil or fuel spills during construction activities.
4. In the event that a sheen or spill is observed, the equipment shall be immediately shut down and the source of the spill identified and contained.
5. Additionally, the spill shall be reported to the applicable agencies presented in the DMP.
6. All personnel associated with dredging activities shall be trained as to where to find oil/fuel spill kits, how to deploy the oil-absorbent pads, and how to dispose of the materials properly. The dredging barge shall have a sufficient quantity of oil/fuel spill kits onboard to allow for quick and timely spill containment.
7. Barge load limits and loading procedures shall be identified, and the appropriate draft level shall be marked on the materials barge hull.
8. Water discharges (supernatant water from sediment and storm water) to San Diego Bay are prohibited.
9. The contractor shall remove dredge material and shall not stockpile material on the San Diego Bay floor, and shall not sweep or level the bottom surface with the digging bucket.
10. The contractor shall not overfill the digging bucket because overfill results in material overflowing back into the water.
11. When dredging sediments that have been deemed suitable for unconfined aquatic disposal by the U.S. Army Corps of Engineers (USACE)/U.S. Environmental Protection Agency (EPA), the contractor shall deploy and maintain an outer-boundary floating silt curtain around the dredging area at all times.
12. When dredging sediments that have been deemed unsuitable for unconfined aquatic disposal by the USACE/EPA, the contractor shall deploy and maintain inner- and outer-boundary floating silt curtains fully around the dredging area at all times. Double silt curtains shall be utilized for containment of the dredge area; silt curtain configurations, technologies, and actual locations in relation to the dredge barge shall be finalized during the design phase of the Project.

13. The contractor shall not overfill the material barge to a point where overflow or spillage could occur. Each material barge shall be clearly marked to allow the operator to visually identify the maximum load point.
14. If the contractor proposes to use weirs as a means to dewater the scow during dredging approved for unconfined aquatic disposal, the use of silt curtains shall be deployed to minimize turbidity. Decanting of dredge scow return water during dredging of material determined to be unsuitable for unconfined aquatic habitat shall be prohibited.
15. The contractor shall place material in the material barge to minimize splashing or sloshing that could send sediment back into the water. Splashing can be controlled by restricting the drop height from the bucket.
16. If the use of a grate to collect debris is required, the contractor shall not allow material to pile up on the grate and flow or slip from the grate back into the water. The debris scalper shall be positioned to be totally contained on the shore side of the unloading operations.
17. The dredge operator shall visually monitor for debris build-up and alert the support personnel on the barge to assist in clearing the debris, as necessary. Debris that is derived from dredging activities shall be removed from the grate by the environmental clamshell bucket and placed in a contained area on the dredge barge or in a second material barge for subsequent removal and disposal.
18. The contractor shall restrict barge movement and work boat speeds (i.e., reducing propeller wash) in the dredge area.

The District's Engineering-Construction Department Director, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis; and (2) periodic site inspections. (Mitigation Measure HAZ-2)

18. Prior to the commencement of dredging activities, contractor shall prepare and submit to the District's Engineering-Construction Department Director, or designee, for review and approval, a Contingency Plan, and implement such plan for the duration of the dredging activity. The Contingency Plan shall address equipment and operational failures that could occur during dredging operations. The Contingency Plan shall include the following measures to prevent a release of hazardous materials in the event of equipment failure, repair, or silt curtain breach:

    1. Procedures for communication to Project personnel;
    2. Installation of proper signage and/or barriers alerting others of potentially unsafe conditions;
    3. Specification for repair work to be conducted on land and not over water;
    4. Identification of proper spill containment equipment (e.g., spill kit);

5. Identification of other equipment or subcontracting options;
6. Emergency procedures to follow in the event of equipment failure or release;
7. Incident reporting and review procedure to evaluate the causes of an accidental release and steps to avoid further incidents;
8. Response procedures in the event of barge overfill; and
9. Procedures for prompt notification of the District and all other regulatory agencies.

The District shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-3)

19. Prior to the commencement of dredging activities, contractor shall prepare and submit to the District's ELUM Director, or designee, for review and approval, a Health and Safety Plan for dredging activities, and shall implement such plan for the duration of the dredging activity. The HASP shall be prepared in general accordance with Federal Occupational Safety and Health Administration Hazardous Waste Operations and Emergency Response Standard (29 CFR 1910.120) and Title 8 California Code of Regulations (CCR) Section 5192. The HASP shall be reviewed and approved by a Certified Industrial Hygienist retained at the Permittee's expense. The HASP shall include the following requirements at a minimum:

    1. Training for operators to prevent and respond to releases;
    2. Identification of appropriate personal protection equipment for all construction activities, including personal floatation devices, hard hats, and work shoes/ clothing;
    3. Training in the safe operation of cranes, barges, tugs, and support craft;
    4. Site evacuation and emergency first aid response; and
    5. Documentation that certifies that required health and safety procedures have been implemented.

    The District's ELUM Director, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-4)

20. Prior to the initiation of dredging activities, contractor shall prepare and submit to the District's ELUM Director, or designee, for review and approval, a Communication Plan and operational guidelines for communications between the U.S. Coast Guard and all vessel operators to ensure the safe movement of Project vessels from the dredge site to the unloading area. Features of the Communication Plan shall include, at a minimum:

1. Identification of vessel speed limitations (e.g., wake/no wake); and
2. Notification to Project personnel using air horns as necessary. (Mitigation Measure HAZ-5)

21. During dredging activities, the contractor shall ensure that the supernatant and storm water containers are transported to landside containers. These containers are to be sealed when not in use to avoid overflow during a storm event. Storm water management in the Project footprint during this phase of the Project shall be in compliance with the Statewide General Construction Permit (CGP) and District requirements. The CGP may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the Project in compliance with the requirements of the CGP. The SWPPP shall identify construction best management practices (BMPs) to be implemented to control the discharge of pollutants in storm water runoff as a result of construction activities. Secondary containment features shall be in place around the scows (silt curtains) and holding tanks (berms).

    The District's Director of Engineering-Construction, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-6)

22. During upland dredging activities, the contractor shall reduce water column impacts by controlling the swing radius of the unloading equipment. A spillage plate shall be used to prevent the offloaded sediments from falling into the water beneath the swing radius of the unloading equipment at the offload location, which shall limit spillage from falling directly into the water. All equipment used to move sediments from the scow to the trucks, as well as the trucks used to transport sediments to the landfill, shall be properly cleaned, and any wastewater shall be properly cleaned and disposed.

    The contractor shall use a power wash unit to reduce impacts related to spillage from the excavator arm onto transport vehicles. In the event that sediment is spilled onto the transport vehicle, it can be quickly washed and the water directed into the collection sump.

    The District's Director of Engineering-Construction, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-7)

23. During upland dredging activities, the contractor shall ensure that truck volumes are limited to 90 percent based on visual observations, and that trucks shall be covered

and secured per California Department of Transportation (Cal-DOT) regulations during transport to the disposal facility.

The District's Director of Engineering-Construction, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-8)

24. During upland dredging activities, the contractor shall ensure that trucks are loaded within a constructed loading zone to confine sediment spilled during the loading process. Prior to entering the roadway, the vehicles shall be power washed to prevent cross-contamination onto the roadways.

    The District's Director of Engineering-Construction, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis, and (2) periodic site inspections. (Mitigation Measure HAZ-9)

25. Prior to the commencement of dredging, demolition, or construction activity, the contractor shall install a secondary containment structure for the storage of all fuel, oil, and other petroleum products, as required by the District's stormwater regulations, the BAE Systems Best Management Plan (BMP) Manual (BAE Systems 2013), and current or updated BAE Systems Environmental Standard Operating Procedures. At all times during construction and operation of the Project, the contractor shall house all oil and fuel in a secondary containment structure to ensure that spilled or leaked oil or fuel shall be prevented from entering the water column.

    The District's Director of Engineering-Construction, or designee, shall verify implementation of this measure through (1) periodic site inspections to verify that a secondary containment structure is in place and functioning, and (2) review of a mitigation implementation and monitoring tracking log maintained by Permittee and submitted to the District on a twice-monthly basis. (Mitigation Measure HAZ-11)

26. Prior to completion of drydock construction, and as soon as practical, Permittee shall update and modify the permits and operational BMPs that regulate the use, handling, storage, and disposal of hazardous materials during the normal operations and maintenance of the new drydock, for review and approval by the District's ELUM Director, or designee. (Mitigation Measure HAZ-12)

27. Prior to commencement of dredging operations, the contractor shall prepare a Water Quality Dredging Management Plan (DMP) for review and approval by the District's ELUM Director, or designee. The DMP shall contain Standard Operation Procedures (SOPs) that are developed for the Project prior to the initiation of

dredging activities and that would be implemented for the duration of dredging activities. The DMP shall include measures to assist the dredge contractor in preventing accidental spills and providing the necessary guidelines to follow in case of an oil or fuel spill. Typical Best Management Practices (BMPs) for equipment failure or repair shall be identified in the DMP and could include, but not be limited to, communication to Project personnel, proper signage and/or barriers alerting others of potentially unsafe conditions, all repair work to be conducted on land and not over water, repair work involving use of liquids to be performed with proper spill containment equipment (e.g., spill kit), and a contingency plan identifying availability of other equipment or subcontracting options. In addition, the DMP shall include, at a minimum, the following measures to prevent accidental oil/fuel spills during construction activities:

- As an operational control element, all oil and fuel shall be housed in a secondary containment structure to ensure that any spill or leakage is prevented from entering the water column.
- Personnel involved with dredging and handling the dredged material shall be given training on the potential hazards resulting from accidental oil and/or fuel spills. This operational control shall provide the personnel with an awareness of the materials they are handling as well as the potential impact to the environment.
- All equipment shall be inspected by dredge contractor personnel before starting the shift. These inspections are intended to identify typical wear or faulty parts that may contain oil or fuel.
- Personnel shall be required to visually monitor for oil or fuel spills during construction activities.
- In the event that a sheen or spill is observed, the equipment shall be immediately shut down and the source of the spill identified and contained. Additionally, the spill shall be reported to the applicable agencies presented in the DMP.
- The shipyards currently have oil/fuel spill kits located at various locations onsite for routine ship repair operations. All personnel associated with dredging activities shall be trained on where to locate these spill kits, how to deploy the oil sorbent pads, and how to dispose of the materials properly.
- The dredging barge shall have a full complement of oil/fuel spill kits on board to allow for quick and timely implementation of spill containment. (Mitigation Measure HYD-1)

28. The Permittee's Environmental Manager or designee shall ensure that the contractor holds a pre-construction meeting to review all construction mitigation requirements with the construction crew. Proof of the construction meeting shall be submitted to the District's Engineering-Construction Director, or designee. The purpose of the meeting is to review the relevant Project features, regulatory requirements, and mitigation measures to ensure implementation, and to review

mitigation monitoring tracking program and log requirements. (Mitigation Measure HYD-2)

29. Permittee shall ensure that the following measures are implemented in order to reduce impacts to water quality during dredging operations:

    - The contractor shall remove dredge material and not stockpile material on the floor of San Diego Bay, and shall not sweep or level the bottom surface with any dredging bucket.
    - The contractor shall not overfill any dredging bucket because overfill results in material overflowing back into the water.
    - The contractor shall, at a minimum, deploy non-drifting silt curtains fully around areas of biological sensitivity (including eelgrass habitat). Silt curtains shall be utilized for containment of the habitat, while configurations, technologies, and actual locations of silt curtains in relation to the dredge barge shall be finalized during the design phase of the Project.
    - For areas with sediment removal destined for upland disposal, the contractor shall deploy inner- and outer-boundary floating silt curtains fully around the dredging area at all times. Double silt curtains shall be utilized for containment of the dredge area, while configurations, technologies, and actual locations of silt curtains in relation to the dredge barge shall be finalized during the design phase of the Project.
    - The contractor shall not overfill the material barge to a point where overflow or spillage could occur. Each material barge shall be marked clearly in such a way to allow the operator to visually identify the maximum load point. The marking should allow sufficient interior freeboard to prevent spillage in rough water such as ship wakes during transit. Initiating the material barge marking shall minimize impact of load spillage during transit to the ocean disposal site.
    - If the contractor proposes to use weirs as a means to dewater the scow during dredging for unconfined aquatic disposal, the use of silt curtains shall be deployed to minimize turbidity. Decanting of dredge scow return water during dredging of material determined to be unsuitable for unconfined aquatic habitat shall be prohibited.
    - The contractor shall place material in the material barge such that splashing or sloshing does not occur, which could send sediment back into the water. Splashing can be controlled by restricting the drop height from the bucket.
    - If the use of a grate to collect debris is required, the contractor shall not allow material to pile up on the grate and flow or slip from the grate back into the water. The debris screen shall be positioned in such a way as to be totally contained on the shore side of the unloading operations. The dredge operator shall visually monitor for debris build-up and alert the support personnel on the barge to assist in clearing the debris, as necessary. Debris that is derived from dredging activities shall be removed from the grate by the environmental

clamshell bucket and placed in a contained area on the dredge barge or in a second material barge for subsequent removal and disposal.

- The contractor shall restrict barge movement and work boat speeds (i.e., reducing propeller wash) in the dredge area. (Mitigation Measure HYD-3)

30. Permittee and the contractor shall coordinate water quality monitoring efforts and shall share water quality monitoring data with the Regional Water Quality Control Board (RWQCB) and the District throughout the duration of the Project.

    If in-bay beneficial reuse is chosen as the preferred disposal option for eelgrass mitigation and habitat development, water quality monitoring shall be implemented according to the waste discharge requirements to be outlined in the 401 Water Quality Certification. Measures shall be properly utilized during all phases of the Project. These measures include: (1) periodic inspection of the slurried sediment pipeline (if used); and (2) monitoring for excessive turbidity near the transport pipeline or containment barge and associated sediment distribution apparatus. If a substantial leak is identified in the slurry pipeline, the affected pipeline segment shall be immediately repaired or replaced, or a silt curtain or similar measure shall be employed to capture and retain the source of the leak.

    Monitoring of sediment movement and turbidity levels shall occur during and after sediment application. Movement of sediment on the site shall be adaptively managed until adequately compacted to ensure that movement of sediment off the site is minimized. (Mitigation Measure HYD-4)

31. In order to address a projected parking supply shortage of 57 spaces at Project completion, prior to issuance of coastal development permit, Permittee shall provide evidence of an increase in employee alternative transportation ridership for review and approval by the District's Director of ELUM, or designee, to be implemented to achieve a minimum 57 person ridership increase in alternative transportation. This shall be achieved through a combination of any of the following alternative transportation options:

    - Increase the number of subsidized vanpools to increase vanpool ridership; or
    - Provide subsidized trolley passes for existing vehicle commuters; or
    - Increase the number of shuttles transporting personnel from the Barrio Logan trolley station (located at the intersection of Cesar E. Chavez Parkway and Harbor Drive) and/or Harborside trolley station (located at the intersection of 28th Street and Bay Avenue) as an incentive to encourage increased trolley ridership.

    Evidence in the form of survey data and/or enrollment forms of a minimum of 57 new alternative transportation users shall be provided quarterly to the District. If the alternative transportation ridership does not meet the minimum 57 additional users, additional vanpools, trolley passes and/or shuttles shall be added until the minimum of 57 users is reached. Evidence shall continue to be provided on a quarterly basis

to the District for review until such time that an executed lease agreement is in place for an additional parking lot and submitted to the District for verification. (Mitigation Measure TR-1)

32. Permittee shall comply with all standard conditions, as specified in the EIR, and incorporated herein by reference.

Exhibits:

1. Project Location Map
2. Dredging Area Plan
3. Drydock Site Plan
4. Eelgrass Mitigation Sites
5. TUOP Property (2-acre landside parcel)

Attachment:

A. Mitigation Monitoring and Reporting Program

If you have any questions on this Permit, please contact the Environmental and Land Use Management Department of the San Diego Unified Port District at (619) 686-6283.

RANDA CONIGLIO
President/Chief Executive Director

By:_____
JASON GIFFEN
Director, Environmental and Land Use Management

I have read and understand the terms, conditions, limitations, and provisions of this permit and agree to abide by them.

_____ _____
Signature of Permittee Date
SANDOR HALVAX
Manager Environmental Programs, BAE Systems

Exhibit 1 – Project Location Map

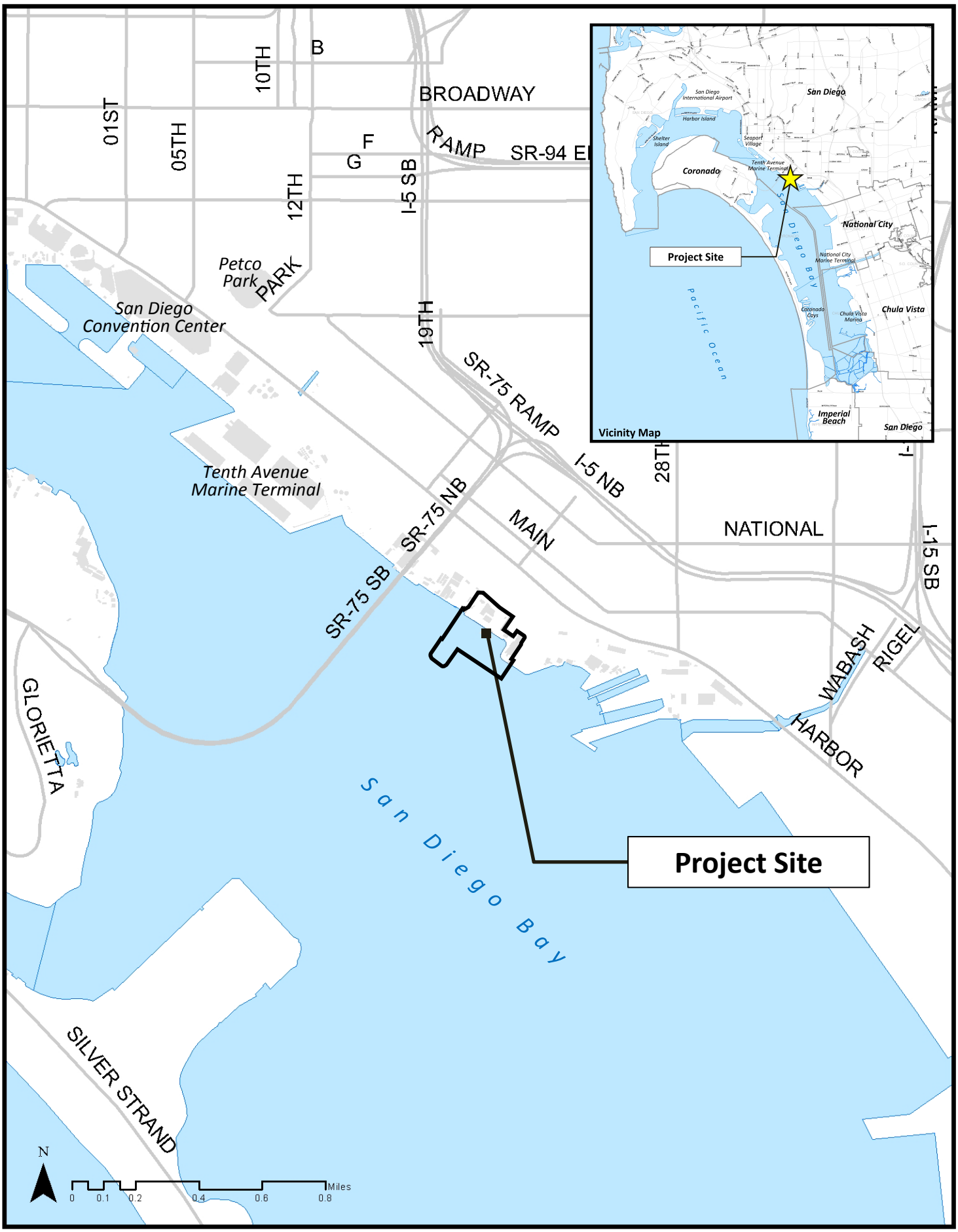


Exhibit 2 – Dredging Area Plan

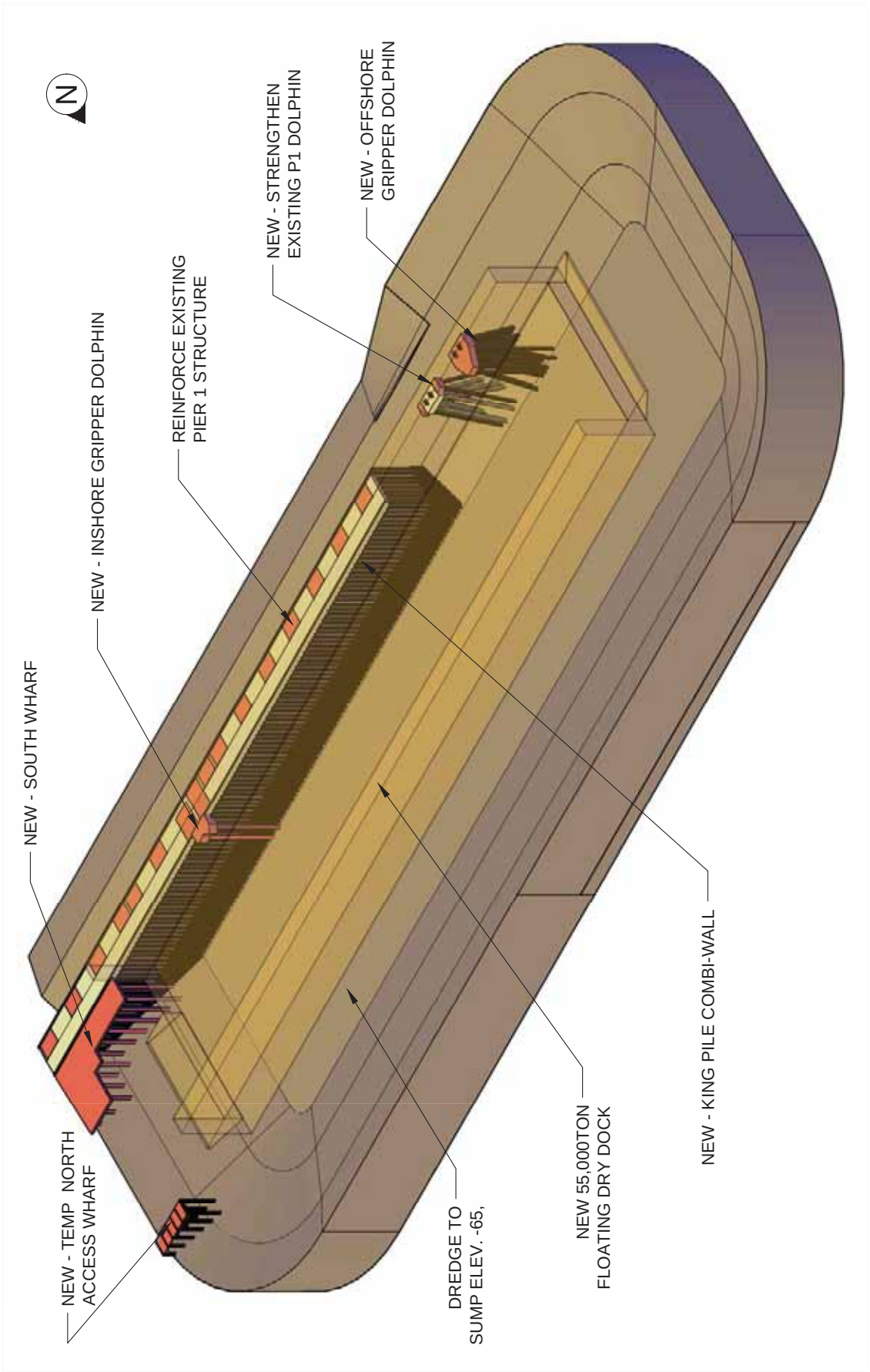


Exhibit 3 – Drydock Site Plan

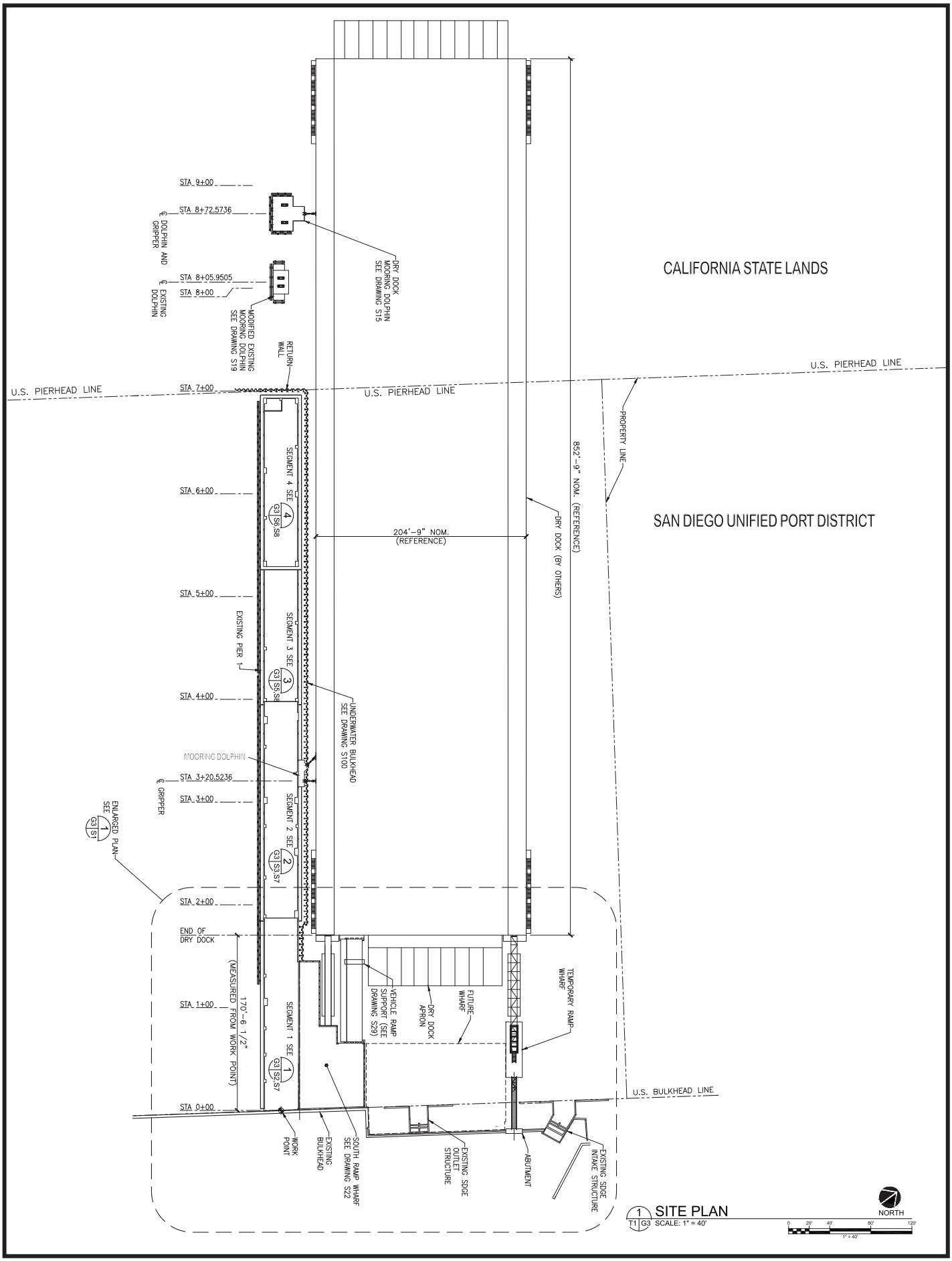
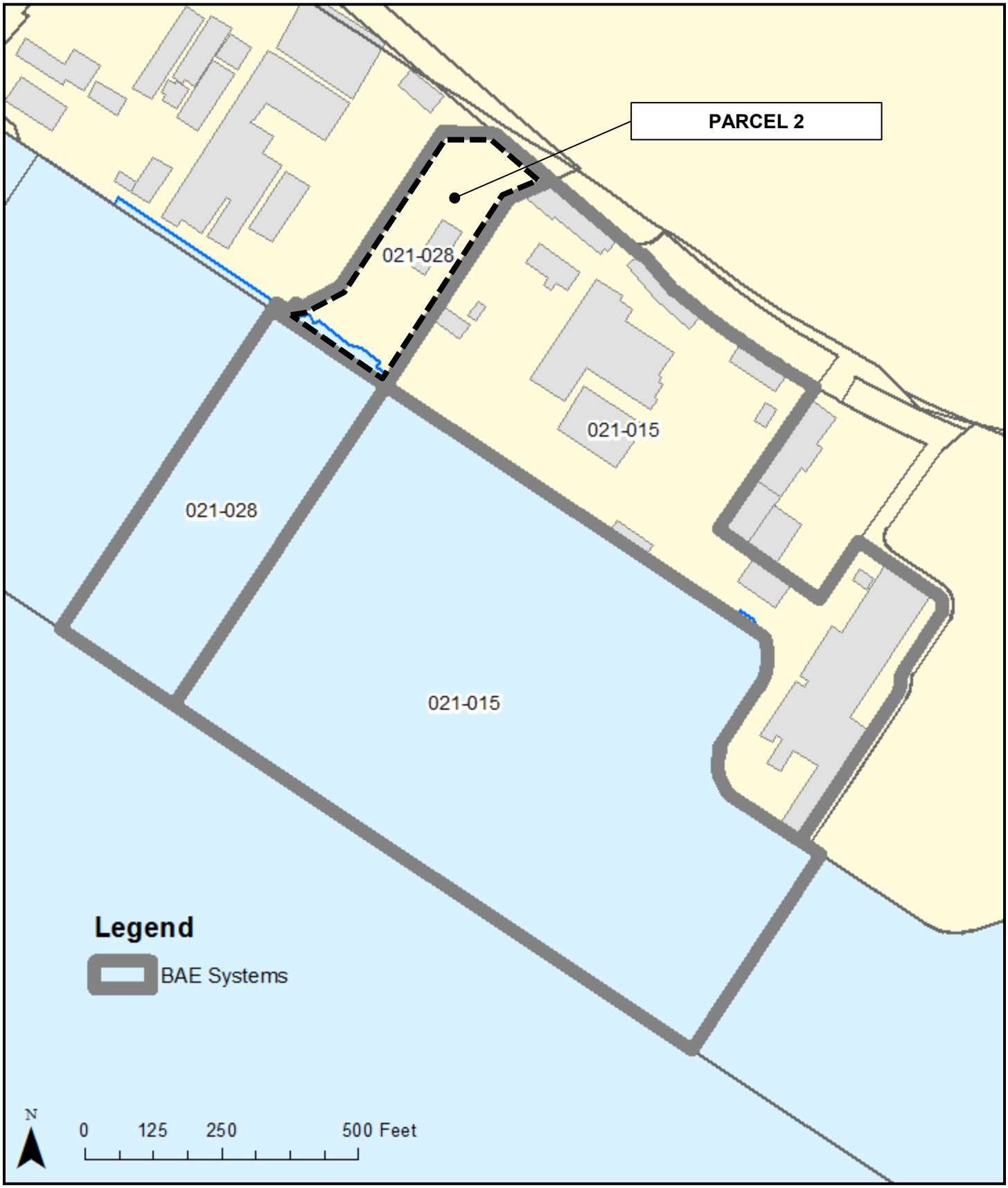


Exhibit 4 – Eelgrass Mitigation Sites

Exhibit 5 – TUOP Property (2-acre landside parcel)



Activities allowed on Parcel No. 2 of Port Parcel #021-028 will be limited to (a) those activities associated with the Remedial Action Plan (RAP) to comply with the Clean-up and Abatement Order (CAO) No. R9-2012-0024 and/or (b) pierside activities in support of ship repair operations, which include parking, movement of vehicles and equipment, temporary storage and movement of materials, and other staging activities in support of pierside activity.

MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the proposed project implements environmental mitigation, as required by the Final EIR for the proposed project. The MMRP provides a mechanism for monitoring the mitigation measures in compliance with the Final EIR, and general guidelines for the use and implementation of the monitoring program are described below.

This MMRP is written in accordance with California Public Resources Code 21081.6 and Section 15097 of the *State CEQA Guidelines*. Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to adopt a reporting or monitoring program for changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment and to monitor performance of the mitigation measures included in any environmental document to ensure that implementation takes place. The District is the designated Lead Agency for the MMRP. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency will rely on information provided by a monitor as accurate and up to date and will field check mitigation measure status as required. All mitigation measures identified in this MMRP will be made a specific condition of the Applicant's coastal development permit for the proposed project. The District may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieve the same or greater attenuation of the impact.

Copies of the measures shall be distributed to the participants of the monitoring effort to ensure that all parties involved have a clear understanding of the mitigation monitoring measures adopted.

FORMAT

Mitigation measures applicable to the project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or requiring supplemental structural controls. Within this document, approval mitigation measures are organized and referenced by subject category. The subject categories include: (1) biological resources; (2) geology and soils; (3) hazards and hazardous materials; (4) hydrology and water quality; (5) land use and planning; and, (6) transportation/traffic. Each of the mitigation measures has a numerical reference. The following items are identified for each mitigation measure:

- Responsible party
- Mitigation Timing
- Monitoring and Reporting Procedure

RESPONSIBLE PARTY

For each mitigation measure, the party responsible for monitoring implementation and verifying completion of the mitigation measure is identified. The responsible party shall implement the mitigation measures.

MITIGATION TIMING

The mitigation measures required for the project will be implemented at various times before construction, during construction, prior to project completion, or during project operation.

MONITORING AND REPORTING PROCEDURE

The Monitoring and Reporting Procedure includes the procedures for documenting and reporting mitigation implementation efforts. The Project Applicant is responsible for implementation of all mitigation measures.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
4.1: Air Quality			
No mitigation measures were identified for air quality.			
4.2: Biological Resources			
BIO-1: Biological Monitoring For Special-Status Species. During active dredging and pile-driving project activities, BAE Systems shall retain a qualified biologist, approved by the Director of the Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District), to monitor project construction activities. The Biological Monitor shall be placed in the best vantage point practicable to monitor, using binoculars and the naked eye, and when applicable, shall communicate directly with the construction superintendent and/or hammer operator if a special-status species is sighted. The Biological Monitor shall be authorized to temporarily halt or redirect work in the event that special-status species are sighted. Once the special-status species is out of the construction area, the Biological Monitor shall direct work to recommence. The Biological Monitor shall keep daily logs for each construction work day. These logs shall be maintained by BAE Systems and shall include at minimum: dates, names of monitors, descriptions of construction activity, times of observations, actions taken upon observations, and detailed descriptions of any special-status species, including observations and behaviors of observed animal(s) with notations on its (their) arrival and departure in the construction area. In the event that the Biological Monitor suspects that work being conducted would have significant adverse effects to special-status species, he/she shall immediately notify the contractor and BAE Systems and impose corrective measures, such as temporarily halting construction activity and/or redirecting construction activity from within specific locations. If the situation is not remedied immediately, the monitor shall notify the permitting agencies. The monitoring log, along with a summary of observations, shall be submitted to the United	Director of the Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	During active dredging and pile-driving project activities	The project Applicant shall retain a qualified biologist to monitor project construction activities. The Biological Monitor shall keep daily logs for each construction work day. The monitoring log, along with a summary of observations, shall be submitted to the United States Army Corps of Engineers (USACE) and the District within 60 days of the completion of the mitigation monitoring.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
States Army Corps of Engineers (USACE) and the District within 60 days of the completion of the mitigation monitoring.			
BIO-2: Biological Monitoring of Impact Hammer and Pile Driving. For a period of 15 minutes daily prior to the start of in-water construction activities, a qualified biologist, approved by the Director of the Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District), shall monitor a 380-foot (116 meters) surface radius around the active pile driving areas (which includes the acoustical Zone of Influence *as defined in the BAE Systems Pier 1 North Drydock Hydroacoustic Technical Study*, Tierra Data, January 2015) to ensure that special-status species are not present. The construction contractor shall not start work if any observations of special-status species are made prior to starting pile driving. If a special-status species approaches or enters within the 380-foot (116 meters) surface radius of pile-driving activities, the construction contractor shall halt the piling-driving activity until the qualified biologist confirms that the animal has voluntarily left the area or 15 minutes have passed without redetection of the animal. If weather conditions prevent the visual detection of special-status species (e.g., heavy fog), any pile-driving activities with the potential to reach the Level A Harassment Injury threshold shall not be conducted until conditions change to allow for visual detection.	Director of the Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	For a period of 15 minutes daily prior to the start of in-water construction activities	The project Applicant shall retain a qualified biological to monitor active pile driving areas to ensure that special-status species are not present.
BIO-3: Pile Driving. When performing impact pile driving, the contractor shall commence work with one soft strike at 40 percent or less energy, followed by a 30-second period of no pile driving, prior to commencing full pile-driving activities. The purpose of this activity is to encourage special-status species to leave the project site prior to commencement of work. A qualified biologist, approved by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, shall then	San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee	Prior to commencing full pile-driving activities. This process shall be repeated if pile driving ceases for a period greater than 1 hour	A qualified biologist, approved by the San Diego Unified Port District to monitor for active impact hammer pile driving.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
commence monitoring to determine if turtles or marine mammals are in the area. If any special-status species are in the area, the Biological Monitor shall be authorized to temporarily halt construction. Once the species are out of the construction area, the Biological Monitor shall direct work to recommence. This process shall be repeated if pile driving ceases for a period greater than 1 hour.			
BIO-4: Bay Coverage and Eelgrass Mitigation. Prior to issuance of a Coastal Development Permit (CDP), the project Applicant shall prepare a final mitigation plan and identify a final mitigation site in San Diego Bay to meet a 1:1 mitigation ratio for approximately 168,425 square feet (3.8 acres) of bay coverage impacts. The final mitigation plan shall be reviewed and approved by the Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District). Demolition and construction activities associated with the proposed project shall conform to the requirements of the Southern California Eelgrass Mitigation Policy (SCEMP) (National Marine Fisheries Service [NMFS] 1991, revision 11). In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by the Director of Environmental and Land Use	Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	60 days prior to initiation of demolition or construction activities at the site and 30 days following project completion	Impacts shall be determined from a comparison of pre- and post-construction survey results. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by the Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District) and the NMFS, and implemented to offset losses to eelgrass. The identified mitigation site shall be acceptable to the Director of ELUM, or designee, of the District and the resource and regulatory agencies.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Management (ELUM), or designee, of the San Diego Unified Port District (District) and the NMFS, and implemented to offset losses to eelgrass. Impacts are anticipated to be approximately 0.13 acre with a mitigation requirement of approximately 0.16 acre. The identified mitigation site shall be acceptable to the Director of ELUM, or designee, of the District and the resource and regulatory agencies. The project Applicant shall secure all applicable permits for the mitigation site prior to commencement of any dredging activities.			
BIO-5: California Least Tern Mitigation. Where feasible, the project contractor shall schedule and complete all dredging and in-water construction activity outside of the nesting season for California least tern (generally between mid-April and late September). Should dredging and in-water construction need to occur during the California least tern nesting season, the following construction measures shall be implemented: • The contractor shall deploy a turbidity curtain around the dredging areas to restrict the visible surface turbidity plume to the area of construction and dredging. It shall consist of a hanging weighted curtain with a surface float line and shall extend from the surface to 20 feet down into the water column. The goal of this measure is to minimize the area of the bay in which visibility of prey by terns is obstructed. • A qualified biologist shall conduct monitoring within 500 feet of construction activities to identify presence of terns displaying foraging behavior (e.g., searching and diving) and assess adverse impacts, if any, to California least terns. Should adverse impacts to tern occur (e.g., agitation or startling during foraging activities), construction shall cease until least terns have left the project site. The goal	Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	Turbidity curtain required for dredging during California least tern nesting season (generally between mid-April and late September)	A qualified biologist shall conduct monitoring within 500 feet of construction activities to identify presence of terns displaying foraging behavior (e.g., searching and diving) and assess adverse impacts, if any, to California least terns. Where feasible, the project contractor shall schedule and complete all dredging and in-water construction activity outside of the nesting season for California least tern (generally between mid-April and late September).

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
of this measure is to minimize noise impacts to terns.			
BIO-6: Eelgrass Boundaries. Prior to construction activities associated with the proposed project, the boundaries of any existing eelgrass beds, located along the bulkheads adjacent to Pier 1 within the BAE Systems facility, shall be staked by the contractor with ridged polyvinyl chloride (PVC) markers or self-centering buoys visible at all tide heights. The contractor shall protect, replace, and maintain the markers/buoys as needed to ensure that they remain in place and that they are avoided. In addition, the contractor shall properly stake the boundaries of the eelgrass beds until all construction activities associated with the proposed project are complete.	Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	Prior to construction the boundaries of any existing eelgrass beds, shall be staked and protected, replaced, and maintained as needed	The contractor shall protect, replace, and maintain the markers/buoys as needed to ensure that they remain in place and that they are avoided until all construction activities associated with the proposed project are complete.
BIO-7: Turbidity Curtain. Prior to dredging activities, the contractor shall deploy a turbidity curtain around the dredging areas to limit turbidity drift. The turbidity curtain shall consist of a hanging weighted curtain with a surface float line and shall extend from the surface to below the lower depth of the existing eelgrass beds (a minimum of 20 feet deep) and the turbidity curtain shall be kept a minimum of 20 feet away from staked eelgrass beds in order to prevent damage to eelgrass beds from curtain drag or movement.	Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	Prior to dredging activities a turbidity curtain shall be deployed	The turbidity curtain shall extend from the surface to below the lower depth of the existing eelgrass beds (a minimum of 20 feet deep) and the turbidity curtain shall be kept a minimum of 20 feet away from staked eelgrass beds.
BIO-8: Eelgrass Silt Curtain. During shoreline work, the contractor shall protect eelgrass beds with silt curtains deployed above the eelgrass and below the shoreline work area. The silt curtain shall be designed to prevent drift (for example, stretched between stakes so that the curtain is rigid), so that impacts to eelgrass during shoreline work are avoided.	Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	During shoreline work, silt curtains shall be deployed	The silt curtain shall be designed to prevent drift so that impacts to eelgrass during shoreline work are avoided.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
BIO-9: Invasive Species Surveys. BAE Systems shall conduct a surveillance-level survey for Caulerpa taxifolia and Undaria pinnatifida not more than 90 days before the initiation of construction activities within San Diego Bay to determine the presence/absence of this species within the immediate vicinity of the project and shall submit the findings to the San Diego Unified Port District (District). If Caulerpa taxifolia or Undaria pinnatifida is identified during a survey, or at any other time before, during, or within 120 days following completion of authorized activities, both the NMFS and the California Department of Fish and Wildlife (CDFW) shall be contacted within 24 hours of first noting the occurrence. In the event that either Caulerpa taxifolia or Undaria pinnatifida is detected, all disturbing activity shall cease until such time as the infestation has been isolated and treated, or the risk of spread from the disturbing activity is eliminated in accordance with the Caulerpa Control Protocol (CCP).	Director of Environmental and Land Use Management (ELUM), or designee, of the San Diego Unified Port District (District)	Surveillance-level survey for Caulerpa taxifolia and Undaria pinnatifida to occur not more than 90 days before the initiation of construction activities	If Caulerpa taxifolia or Undaria pinnatifida is identified during a survey, or at any other time before, during, or within 120 days following completion of authorized activities, both the NMFS and the California Department of Fish and Wildlife (CDFW) shall be contacted within 24 hours of first noting the occurrence. In the event that either Caulerpa taxifolia or Undaria pinnatifida is detected, all disturbing activity shall cease until such time as the infestation has been isolated and treated, or the risk of spread from the disturbing activity is eliminated in accordance with the Caulerpa Control Protocol (CCP).
4.3: Geology and Soils			
GEO-1: Conformance with the Project Geotechnical Study. Prior to issuance of a Coastal Development Permit (CDP), the Applicant shall submit a Final Geotechnical Report, subject to review and approval by the San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, indicating that design, dredging, and construction shall be performed in accordance with the requirements of the most current California Building Code (CBC) applicable at the time of construction, appropriate local construction regulations, and the requirements of the project geotechnical consultant. All dredging and construction activities shall be conducted in conformance with the recommendations included in the Final Geotechnical Report and with the constraints identified in the *Geotechnical Report Pier 1 Dry Dock EIR BAE Systems San Diego Ship Repair San Diego, California*	San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee	Prior to issuance of a Coastal Development Permit (CDP), the Applicant shall submit a Final Geotechnical Report	All dredging and construction activities shall be conducted in conformance with the recommendations included in the Final Geotechnical Report and with the constraints identified in the *Geotechnical Report Pier 1 Dry Dock EIR BAE Systems San Diego Ship Repair San Diego, California* (TerraCosta Consulting Group, Inc., March, 2015) (Geotechnical Report).

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
(TerraCosta Consulting Group, Inc., March, 2015) (Geotechnical Report). Conditions identified in the Geotechnical Report to be addressed in the Final Geotechnical Report include, but are not limited to: 1. **King Pile Wall:** Identify removal quantities of the relatively loose bay deposits susceptible to liquefaction, primarily those at the eastern end of the king pile wall alignment adjacent to Pier 1, and determine appropriate design to address increased loading on the wall system. 2. **Mooring Dolphins:** Determine sufficient embedment depth into the underlying terrace deposits to provide the necessary frictional and end-bearing resistance needed to accommodate the axial and uplift forces associated with the anticipated lateral loading. 3. **Ramp Wharves:** Determine sufficient embedment depth into the underlying terrace deposits to provide the necessary frictional and end-bearing resistance needed to accommodate those forces. Require piles to provide the necessary axial and uplift resistance to seismically-induced lateral loads. 4. **Supplemental Pier 1 Piles:** Determine sufficient embedment depth of both vertical and battered piles into the underlying terrace deposits to provide the necessary frictional and end-bearing resistance needed to accommodate the axial and uplift forces associated with the anticipated lateral loading. 5. **Drydock Sump Dredging – Removal of Jetty:** Before or during dredging, confirm removal of any remaining sheetpile jetties in the vicinity of the proposed sump.			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
6. **Drydock Sump Dredging – Review and Adjust Excavations:** Confirm that the inclinations of the dredged excavations and depths of removals are reviewed and adjusted as necessary to maintain the stability of surrounding structures, including the proposed king pile wall, Pier 1, and the existing and proposed bulkhead walls along the bulkhead line. 7. **Drydock Sump Dredging – Analysis of Capacity:** Include analysis of existing Pier 1 pile capacities to identify the potential for reduced pile capacities as a result of dredging, and the possible need for supplementary piles if additional capacity is required. 8. **Utility Trench Construction:** If required, specify backfill and compaction requirements for clean structural backfill, due to removal of existing surface pavements and excavation along the trench alignments. In the event that the dry alternative is determined to be the method of removal for the cooling tunnels, Items 9, 10, and 11 shall be implemented, and Items 12, 13, and 14 would not apply. Conversely, in the event that the wet alternative is determined to be the method of removal for the cooling tunnels, Items 12, 13, and 14 shall be implemented, and Items 9, 10, and 11 would not apply. 9. **Cooling Tunnel Removal – Shoring (Dry Alternative):** Identify the shoring method required for excavation of cooling tunnels and the form of lateral restraint required to transfer the horizontal restraint across the shoring wall. Confirm that the system shall be effective at preventing the infiltration of groundwater into the excavation. The temporary shoring must penetrate the Bay			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Point Formation to a sufficient distance to minimize groundwater flow from under the sheetpiles, and be a sufficient distance to preclude heaving of the bottom of the excavation resulting from excess uplift pressures. 10. **Cooling Tunnel Removal – Dewatering (Dry Alternative):** Identify a construction dewatering system that will maintain a dry excavation, and identify the limits of the area requiring dewatering. The dewatering plan shall identify potential groundwater-induced settlements in close proximity to the shoring that may result in damage to any settlement-sensitive structures or other surface improvements. The dewatering plan shall be designed to maintain the stability of the excavation subgrade and shall include dewatering pumps to further remove groundwater from the excavation. The plan shall identify methods to maintain groundwater level at a minimum of 2 to 3 feet below the bottom of the excavation, or near elevation 17 to 18 feet mean lower low water (MLLW). Any dewatering system proposed shall include a sufficient groundwater monitoring system, consisting of piezometers and wells, to verify both that dewatering is being achieved and that the dewatering system is performing as designed. 11. **Cooling Tunnel Removal – Backfill (Dry Alternative):** Require that a clean structural backfill be used to prevent differential settlement at the ground surface. Fill soils should be placed as a structural fill with the prerequisite compaction, observation, and testing. 12. **Cooling Tunnel Removal – Shoring (Wet Alternative):** Identify the shoring method required for excavation of cooling tunnels and the form of			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
lateral restraint required to transfer the horizontal restraint across the shoring wall. 13. **Cooling Tunnel Removal – Debris Removal (Wet Alternative):** Identify special excavation and demolition equipment to be used for removal of the cooling tunnel structures since operations shall be conducted below water. Identify methods to allow the dewatering of the debris as it is removed from the excavation, including identification of temporary decanting areas or barges that may be required to allow the debris to drain before loading and hauling from the site. 14. **Cooling Tunnel Removal – Backfill (Wet Alternative):** Identify coarse-grained soils materials to be used for backfilling of the excavation, such as gravel, quarry run, or other suitable materials sufficiently graded and permeable to allow placement underwater with self-consolidation properties. For the upper one-third of the excavation backfill, it is recommended that a clean structural backfill be used to prevent differential settlement at the ground surface. Given that the backfilling operations of the upper one-third of the excavation would be performed in the dry environment, fill soils should be placed as a structural fill with the prerequisite compaction, observation, and testing. Additional site testing and final design evaluation shall be conducted by the project geotechnical consultant to refine and enhance these requirements. If the project geotechnical consultant identifies modifications or refinements to the requirements, the project Applicant shall require appropriate changes to the final project design and specifications, subject to review and approval by the District.			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
4.4: Climate Change and Greenhouse Gases			
No Mitigation Required The following PDFs will further reduce criteria pollutant and GHG emissions: **PDF GHG-1:** In 2014, BAE Systems replaced all exterior facility lighting with light-emitting diode (LED) fixtures. Installation of lighting associated with the drydock and any additional lighting at the facility will also be LED. The drydock will employ the use of electric cranes **PDF GHG-2:** Installation of a zero-discharge salt water system (pumps) using smart controllers and cascading pumps that minimize operation of only those pumps necessary to keep up with actual demand will be utilized, with no additional pumps.			
4.5: Hazards and Hazardous Materials			
HAZ-1: Health and Safety Plan (HASP) for Landside Activities. Prior to construction activities, the contractor shall prepare a HASP and submit it for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee. The HASP shall include appropriate recommendations and implementation of measures if contaminated groundwater or soils are encountered during any trenching activities. BAE Systems shall require that all construction subcontractors comply with the HASP and appropriate health and safety measures in Section 29 Code of Federal Regulations (CFR) Part 1926, which are focused on worker safety in excavations. In the event that suspicious odors are detected in soil, construction shall be terminated until the soil is properly characterized for hazardous waste content. Appropriate measures shall be taken in compliance with all applicable regulations for the characterization and disposal of hazardous materials. The District shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.	San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee	Prior to and during construction activities	BAE Systems shall require that all construction subcontractors comply with the HASP and appropriate health and safety measures in Section 29 Code of Federal Regulations (CFR) Part 1926, which are focused on worker safety in excavations. The District shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
HAZ-2: Hazardous Materials Dredging Management Plan (DMP). Prior to commencement of dredging operations, the contractor shall prepare a DMP for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, and the Regional Water Quality Control Board (RWQCB). The DMP shall contain Standard Operation Procedures (SOPs) that are developed for the project prior to initiation of dredging and are implemented for the duration of the dredging activity. The DMP shall include the following specifications to prevent release of hazardous materials during construction activities: 1. Personnel involved with dredging and handling of the dredged material shall be given training on their specific task areas, which shall be identified in the HASP. The training shall be approved by the District and carried out by BAE Systems per Occupational Safety and Health Administration (OSHA) requirements. The training materials include: a. Potential hazards resulting from accidental oil and/or fuel spills; b. Potential impacts to water quality associated with turbidity; and c. Proper operation of dredging equipment. 2. Required instrumentation to avoid spillage of dredged material will be identified for each piece of equipment used during dredging operations. 3. Personnel shall be required to visually monitor for oil or fuel spills during construction activities. 4. In the event that a sheen or spill is observed, the equipment shall be immediately shut down and the source of the spill identified and contained.	San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee	Prior to and during dredging operations	The contractor shall prepare a DMP for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, and the Regional Water Quality Control Board (RWQCB). The San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis; and (2) periodic site inspections.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
5. Additionally, the spill shall be reported to the applicable agencies presented in the DMP. 6. All personnel associated with dredging activities shall be trained as to where to find oil/fuel spill kits, how to deploy the oil-absorbent pads, and how to dispose of the materials properly. The dredging barge shall have a sufficient quantity of oil/fuel spill kits onboard to allow for quick and timely spill containment. 7. Barge load limits and loading procedures shall be identified, and the appropriate draft level shall be marked on the materials barge hull. 8. Water discharges (supernatant water from sediment and storm water) to San Diego Bay are prohibited. 9. The contractor shall remove dredge material and shall not stockpile material on the San Diego Bay floor, and shall not sweep or level the bottom surface with the digging bucket. 10. The contractor shall not overfill the digging bucket because overfill results in material overflowing back into the water. 11. When dredging sediments that have been deemed suitable for unconfined aquatic disposal by the US Army Corps of Engineers (USACE)/US Environmental Protection Agency (EPA), the contractor shall deploy and maintain an outer-boundary floating silt curtain around the dredging area at all times. 12. When dredging sediments that have been deemed unsuitable for unconfined aquatic disposal by the USACE/EPA, the contractor shall deploy and maintain inner- and outer-boundary floating silt curtains fully around the dredging area at all times. Double silt curtains shall be utilized for			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
containment of the dredge area; silt curtain configurations, technologies, and actual locations in relation to the dredge barge shall be finalized during the design phase of the project. 13. The contractor shall not overfill the material barge to a point where overflow or spillage could occur. Each material barge shall be clearly marked to allow the operator to visually identify the maximum load point. 14. If the contractor proposes to use weirs as a means to dewater the scow during dredging approved for unconfined aquatic disposal, the use of silt curtains shall be deployed to minimize turbidity. Decanting of dredge scow return water during dredging of material determined to be unsuitable for unconfined aquatic habitat shall be prohibited. 15. The contractor shall place material in the material barge to minimize splashing or sloshing that could send sediment back into the water. Splashing can be controlled by restricting the drop height from the bucket. 16. If the use of a grate to collect debris is required, the contractor shall not allow material to pile up on the grate and flow or slip from the grate back into the water. The debris scalper shall be positioned to be totally contained on the shore side of the unloading operations. 17. The dredge operator shall visually monitor for debris build-up and alert the support personnel on the barge to assist in clearing the debris, as necessary. Debris that is derived from dredging activities shall be removed from the grate by the environmental clamshell bucket and placed in a contained area on the dredge barge or in a second material barge for subsequent removal and			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
disposal. 18. The contractor shall restrict barge movement and work boat speeds (i.e., reducing propeller wash) in the dredge area. The San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis; and (2) periodic site inspections.			
HAZ-3: Contingency Plan. The contractor shall prepare and submit to the San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, for review and approval, a Contingency Plan, prior to initiation of dredging, and implement it for the duration of the dredging activity; the plan shall address equipment and operational failures that could occur during dredging operations. The Contingency Plan shall include the following measures to prevent a release of hazardous materials in the event of equipment failure, repair, or silt curtain breach: 1. Procedures for communication to project personnel; 2. Installation of proper signage and/or barriers alerting others of potentially unsafe conditions; 3. Specification for repair work to be conducted on land and not over water; 4. Identification of proper spill containment equipment (e.g., spill kit); 5. Identification of other equipment or subcontracting options; 6. Emergency procedures to follow in the event of	San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee	Prior to and during dredging activities	The contractor shall prepare and submit to the San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, for review and approval, a Contingency Plan and implement it for the duration of the dredging activity. The District shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
equipment failure or release; 7. Incident reporting and review procedure to evaluate the causes of an accidental release and steps to avoid further incidents; 8. Response procedures in the event of barge overfill; and 9. Procedures for prompt notification of the District and all other regulatory agencies. The District shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.			
HAZ-4: Health and Safety Plan (HASP) for Dredging Activities. The contractor shall prepare and submit to the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, for review and approval, a HASP, prior to the initiation of dredging, and shall implement it for the duration of the dredging activity. The HASP shall be prepared in general accordance with Federal Occupational Safety and Health Administration Hazardous Waste Operations and Emergency Response Standard (29 CFR 1910.120) and Title 8 California Code of Regulations (CCR) Section 5192. The HASP shall be reviewed and approved by a Certified Industrial Hygienist retained at the Applicant's expense. The HASP shall include the following requirements at a minimum: 1. Training for operators to prevent and respond to releases; 2. Identification of appropriate personal protection equipment for all construction activities, including personal floatation devices, hard hats, and work shoes/clothing;	San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee	Prior to and during dredging activities	The contractor shall prepare and submit to the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, for review and approval, a HASP. The HASP shall be reviewed and approved by a Certified Industrial Hygienist retained at the Applicant's expense. The District's ELUM Director, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
3. Training in the safe operation of cranes, barges, tugs, and support craft; 4. Site evacuation and emergency first aid response; and 5. Documentation that certifies that required health and safety procedures have been implemented. The District's ELUM Director, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.			
HAZ-5: Communication Plan. Prior to the initiation of dredging activities, the contractor shall prepare and submit to the by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, for review and approval, a Communication Plan and operational guidelines for communications between the US Coast Guard and all vessel operators to ensure the safe movement of project vessels from the dredge site to the unloading area. Features of the Communication Plan shall include, at a minimum: 1. Identification of vessel speed limitations (e.g., wake/no wake); and 2. Notification to project personnel using air horns as necessary.	San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee	Prior to and during dredging activities	The contractor shall prepare and submit to the by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee, for review and approval, a Communication Plan and operational guidelines for communications between the US Coast Guard and all vessel operators to ensure the safe movement of project vessels from the dredge site to the unloading area.
HAZ-6: Supernatant and Storm Water Containment. During dredging activities, the contractor shall ensure that the supernatant and storm water containers are transported to landside containers. These containers are to be sealed when not in use to avoid overflow during a storm event. Storm water management in the project footprint during this phase of the project shall be in	San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee	Prior to and during dredging activities	The preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the project in compliance with the requirements of the CGP. The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
compliance with the Statewide General Construction Permit (CGP) and District requirements. The CGP requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the project in compliance with the requirements of the CGP. The SWPPP shall identify construction best management practices (BMPs) to be implemented to control the discharge of pollutants in storm water runoff as a result of construction activities. Secondary containment features shall be in place around the scows (silt curtains) and holding tanks (berms). The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.			of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.
HAZ-7: Sediment Unloading. During dredging activities, the contractor shall reduce water column impacts by controlling the swing radius of the unloading equipment. A spillage plate shall be used to prevent the offloaded sediments from falling into the water beneath the swing radius of the unloading equipment at the offload location, which shall limit spillage from falling directly into the water. All equipment used to move sediments from the scow to the trucks, as well as the trucks used to transport sediments to the landfill, shall be properly cleaned, and any wastewater shall be properly cleaned and disposed. The contractor shall use a power wash unit to reduce impacts related to spillage from the excavator arm onto transport vehicles. In the event that sediment is spilled onto the transport vehicle, it can be quickly washed and the water directed into the collection sump.	San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee	During and after dredging activities	The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.			
HAZ-8: Filling Transport Vehicles. During dredging activities, the contractor shall ensure that truck volumes are limited to 90 percent based on visual observations, and that trucks shall be covered and secured per California Department of Transportation (Cal-DOT) regulations during transport to the disposal facility. The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.	The contractor	During dredging activities	The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.
HAZ-9: Sediment Loading. During dredging activities, the contractor shall ensure that trucks are loaded within a constructed loading zone to confine sediment spilled during the loading process. Prior to entering the roadway, the vehicles shall be power washed to prevent cross-contamination onto the roadways. The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.	San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee	During dredging activities	The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
HAZ-10: Soil and Groundwater Management Plan. Prior to commencement of cooling tunnels removal, the contractor shall submit a soil and groundwater management plan to the District for review and approval to address the possibility of encountering areas of potential environmental concern. The plan shall be prepared by a qualified environmental consultant and shall be implemented during subsurface disturbance activities by the contractor under the oversight of an environmental professional on behalf of the District. The plan shall address soil and groundwater monitoring, handling, stockpiling, characterization, reuse, export, and disposal protocols. The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by the contractor and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.	San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee	Prior to and during commencement of cooling tunnels removal	The contractor shall submit a soil and groundwater management plan to the District for review and approval to address the possibility of encountering areas of potential environmental concern. The plan shall be prepared by a qualified environmental consultant and implemented by the contractor under the oversight of an environmental professional on behalf of the District. The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis, and (2) periodic site inspections.
HAZ-11: Secondary Containment. Prior to the commencement of dredging, demolition, or construction activity, the contractor shall install a secondary containment structure for the storage of all fuel, oil, and other petroleum products, as required by the Urban Stormwater Mitigation Plan (USMP) (District 2010), the BAE Systems Best Management Plan (BMP) Manual (BAE Systems 2013), and current or updated BAE Systems Environmental Standard Operating Procedures. At all times during construction and operation of the project, the contractor shall house all oil and fuel in a secondary containment structure to ensure that spilled or leaked oil or fuel shall be prevented from entering the water column. The San Diego Unified Port District's (District) Director of	San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee	Prior to and during the commencement of dredging, demolition, or construction activity	The San Diego Unified Port District's (District) Director of Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) periodic site inspections to verify that a secondary containment structure is in place and functioning, and (2) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Engineering-Construction Department, or designee, shall verify implementation of this measure through (1) periodic site inspections to verify that a secondary containment structure is in place and functioning, and (2) review of a mitigation implementation and monitoring tracking log maintained by BAE Systems and submitted to the District on a twice-monthly basis.			
HAZ-12: Update Drydock Operations Permits and Best Management Practices Manual. Prior to completion of drydock construction, and as soon as practical, BAE Systems shall update and modify the permits and operational BMPs that regulate the use, handling, storage, and disposal of hazardous materials during the normal operations and maintenance of the new drydock, for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management Director (ELUM) Director, or designee.	San Diego Unified Port District's (District) Environmental and Land Use Management Director (ELUM) Director, or designee	Prior to completion of drydock construction, and as soon as practical	BAE Systems shall update and modify the permits and operational BMPs that regulate the use, handling, storage, and disposal of hazardous materials during the normal operations and maintenance of the new drydock, for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management Director (ELUM) Director, or designee.
4.6: Hydrology and Water Quality			
HYD-1: Water Quality Dredging Management Plan. Prior to commencement of dredging operations, the contractor shall prepare a Dredging Management Plan (DMP) for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee. The DMP shall contain Standard Operation Procedures (SOPs) that are developed for the project prior to the initiation of dredging activities and that would be implemented for the duration of dredging activities. The DMP shall include measures to assist the dredge contractor in preventing accidental spills and providing the necessary guidelines to follow in case of an oil or fuel spill. Typical Best Management Practices (BMPs) for equipment failure or repair shall be identified in the DMP and could include, but not be limited to, communication to project personnel, proper signage and/or barriers alerting others of potentially unsafe conditions, all repair work to be	San Diego Unified Port District's (District) Environmental and Land Use Management Director (ELUM) Director, or designee	Prior to and during dredging operations	The contractor shall prepare a Dredging Management Plan (DMP) for review and approval by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Director, or designee.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
conducted on land and not over water, repair work involving use of liquids to be performed with proper spill containment equipment (e.g., spill kit), and a contingency plan identifying availability of other equipment or subcontracting options. In addition, the DMP shall include, at a minimum, the following measures to prevent accidental oil/fuel spills during construction activities: As an operational control element, all oil and fuel shall be housed in a secondary containment structure to ensure that any spill or leakage is prevented from entering the water column. Personnel involved with dredging and handling the dredged material shall be given training on the potential hazards resulting from accidental oil and/or fuel spills. This operational control shall provide the personnel with an awareness of the materials they are handling as well as the potential impact to the environment. All equipment shall be inspected by dredge contractor personnel before starting the shift. These inspections are intended to identify typical wear or faulty parts that may contain oil or fuel. Personnel shall be required to visually monitor for oil or fuel spills during construction activities. In the event that a sheen or spill is observed, the equipment shall be immediately shut down and the source of the spill identified and contained. Additionally, the spill shall be reported to the applicable agencies presented in the DMP. The shipyards currently have oil/fuel spill kits located at various locations onsite for routine ship repair			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
operations. All personnel associated with dredging activities shall be trained on where to locate these spill kits, how to deploy the oil sorbent pads, and how to dispose of the materials properly. The dredging barge shall have a full complement of oil/fuel spill kits on board to allow for quick and timely implementation of spill containment.			
HYD-2: Pre-construction Meeting. The BAE Systems Environmental Manager or designee shall ensure that the contractor shall hold a pre-construction meeting to review all construction mitigation requirements with the construction crew. Proof of the construction meeting shall be submitted to the San Diego Unified Port District's (District) Engineering-Construction Director, or designee. The purpose of the meeting is to review the relevant project features, regulatory requirements, and mitigation measures to ensure implementation, and to review mitigation monitoring tracking program and log requirements.	San Diego Unified Port District's (District) Engineering-Construction Director, or designee	Prior to construction	Proof of the construction meeting shall be submitted to the San Diego Unified Port District's (District) Engineering-Construction Director, or designee.
HYD-3: Dredging Operations and Containment. The San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, shall ensure that the following measures are implemented in order to reduce impacts to water quality during dredging operations: • The contractor shall remove dredge material and not stockpile material on the floor of San Diego Bay, and shall not sweep or level the bottom surface with any dredging bucket. • The contractor shall not overfill any dredging bucket because overfill results in material overflowing back into the water. • The contractor shall, at a minimum, deploy non-drifting silt curtains fully around areas of	The San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee	During dredging operations	The San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee, shall ensure that the measures are implemented in order to reduce impacts to water quality during dredging operations.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
biological sensitivity (including eelgrass habitat). Silt curtains shall be utilized for containment of the habitat, while configurations, technologies, and actual locations of silt curtains in relation to the dredge barge shall be finalized during the design phase of the project. • For areas with sediment removal destined for upland disposal, the contractor shall deploy inner- and outer-boundary floating silt curtains fully around the dredging area at all times. Double silt curtains shall be utilized for containment of the dredge area, while configurations, technologies, and actual locations of silt curtains in relation to the dredge barge shall be finalized during the design phase of the project. • The contractor shall not overfill the material barge to a point where overflow or spillage could occur. Each material barge shall be marked clearly in such a way to allow the operator to visually identify the maximum load point. The marking should allow sufficient interior freeboard to prevent spillage in rough water such as ship wakes during transit. Initiating the material barge marking shall minimize impact of load spillage during transit to the ocean disposal site. • If the contractor proposes to use weirs as a means to dewater the scow during dredging for unconfined aquatic disposal, the use of silt curtains shall be deployed to minimize turbidity. Decanting of dredge scow return water during dredging of material determined to be unsuitable for unconfined aquatic habitat shall be prohibited. • The contractor shall place material in the			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
material barge such that splashing or sloshing does not occur, which could send sediment back into the water. Splashing can be controlled by restricting the drop height from the bucket. • If the use of a grate to collect debris is required, the contractor shall not allow material to pile up on the grate and flow or slip from the grate back into the water. The debris screen shall be positioned in such a way as to be totally contained on the shore side of the unloading operations. The dredge operator shall visually monitor for debris build-up and alert the support personnel on the barge to assist in clearing the debris, as necessary. Debris that is derived from dredging activities shall be removed from the grate by the environmental clamshell bucket and placed in a contained area on the dredge barge or in a second material barge for subsequent removal and disposal. • The contractor shall restrict barge movement and work boat speeds (i.e., reducing propeller wash) in the dredge area.			
HYD-4: Dredge Site Water Quality Monitoring. BAE Systems and their project contractor shall coordinate water quality monitoring efforts and shall share water quality monitoring data with the Regional Water Quality Control Board (RWQCB) and the San Diego Unified Port District's (District) throughout the duration of the project. If in-bay beneficial reuse is chosen as the preferred disposal option for eelgrass mitigation and habitat development, water quality monitoring shall be implemented according to the waste discharge requirements to be outlined in the 401 Water Quality	The San Diego Unified Port District's (District) Engineering-Construction Department Director, or designee	During dredging activities	BAE Systems and their project contractor shall coordinate water quality monitoring efforts and shall share water quality monitoring data with the Regional Water Quality Control Board (RWQCB) and the San Diego Unified Port District's (District) throughout the duration of the project.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Certification. Measures shall be properly utilized during all phases of the proposed project. These measures include: (1) periodic inspection of the slurried sediment pipeline (if used); and (2) monitoring for excessive turbidity near the transport pipeline or containment barge and associated sediment distribution apparatus. If a substantial leak is identified in the slurry pipeline, the affected pipeline segment shall be immediately repaired or replaced, or a silt curtain or similar measure shall be employed to capture and retain the source of the leak. Monitoring of sediment movement and turbidity levels shall occur during and after sediment application. Movement of sediment on the site shall be adaptively managed until adequately compacted to ensure that movement of sediment off the site is minimized.			
HYD-5: Environmental Controls During Intake/Discharge Tunnel Removal. Subsurface disturbance activities shall include implementation of a soil and groundwater management plan to address the possibility of encountering areas of potential environmental concern. This plan shall be prepared by a qualified environmental consultant and shall be reviewed and approved by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Hazmat Program Coordinator. This plan shall be implemented during subsurface disturbance activities by the contractor under the oversight of an environmental professional on behalf of the project proponent. The plan shall address soil and groundwater monitoring, handling, stockpiling, characterization, reuse, export, and disposal protocols. The objective of the plan shall be to assist the contractor in the excavation, notification, monitoring, segregation, characterization, handling, and reuse and/or disposal (as appropriate) of waste that may be encountered during earthwork activities.	San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Hazmat Program Coordinator	Prior to and during subsurface disturbance activities	This plan shall be prepared by a qualified environmental consultant and shall be reviewed and approved by the San Diego Unified Port District's (District) Environmental and Land Use Management (ELUM) Hazmat Program Coordinator. This plan shall be implemented during subsurface disturbance activities by the contractor under the oversight of an environmental professional on behalf of the project proponent.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
In addition, measures shall be taken to prevent any potentially contaminated soil or water from entering the San Diego Bay during the tunnel removal and associated construction. To ensure that no contaminants from the tunnels or the construction area enter San Diego Bay, appropriate measures shall be put in place, including but not limited to placement of a silt curtain or other containment device during tunnel removal or construction to prevent any activities from impacting bay waters outside the immediate area. Any water generated during construction shall be captured.			
4.7: Land Use and Planning			
No mitigation measures were identified for land use or planning impacts.			
4.8: Noise			
No mitigation measures were identified for noise impacts.			
4.9: Transportation and Traffic			
Mitigation Measure TR-1: **Alternative Transportation.** In order to address a parking supply shortage of 57 spaces at project completion, prior to issuance of the Coastal Development Permit (CDP), BAE Systems shall provide evidence of an increase in employee alternative transportation ridership for review and approval by the Port District of San Diego (District), Director of Environmental and Land Management (ELUM), or designee, to be implemented to achieve a minimum 57 person ridership increase in alternative transportation. This shall be achieved through a combination of any of the following alternative transportation options: • Increase the number of subsidized vanpools to increase vanpool ridership; or • Provide subsidized trolley passes for existing vehicle commuters; or	Port District of San Diego (District), Director of Environmental and Land Management (ELUM), or designee	Prior to issuance of the Coastal Development Permit (CDP)	BAE Systems shall provide evidence of an increase in employee alternative transportation ridership for review and approval by the Port District of San Diego (District), Director of Environmental and Land Management (ELUM), or designee, to be implemented. Evidence in the form of survey data and/or enrollment forms of a minimum of 57 new alternative transportation users shall be provided quarterly to the District. If the alternative transportation ridership does not meet the minimum 57 additional users, additional vanpools, trolley passes and/or shuttles shall be added until the minimum of 57 users is reached. Evidence shall continue to be provided on a quarterly basis to the District for review until such time that the executed lease agreement is in place for an additional parking lot and submitted to the District for verification.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
• Increase the number of shuttles transporting personnel from the Barrio Logan trolley station (located at the intersection of Cesar E. Chavez Parkway and Harbor Drive) and/or Harborside trolley station (located at the intersection of 28th Street and Bay Avenue) as an incentive to encourage increased trolley ridership. Evidence in the form of survey data and/or enrollment forms of a minimum of 57 new alternative transportation users shall be provided quarterly to the District. If the alternative transportation ridership does not meet the minimum 57 additional users, additional vanpools, trolley passes and/or shuttles shall be added until the minimum of 57 users is reached. Evidence shall continue to be provided on a quarterly basis to the District for review until such time that the executed lease agreement is in place for an additional parking lot and submitted to the District for verification.			
4.10: Utilities and Service Systems			
No mitigation measures were identified for utilities and service systems.			