

CALENDAR ITEM

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MINUTE ITEM
This Calendar Item No. C 19
was approved as Minute Item
No. 19 by the State Lands
Commission by a vote of 3
to 0 at its 9/23/92
meeting.

09/23/92
PRC 6446
Martinez

DREDGING PERMIT

APPLICANT:

Southwest Marine, Inc.
P. O. Box 13308
San Diego, California 92170-0308

AREA, TYPE LAND AND LOCATION:

Tide and submerged lands in San Diego Bay at Pier 1,
San Diego County.

LAND USE:

Dredge a maximum 500 cubic yards of material from State-
owned lands beyond the pierhead line to maintain a navigable
depth for deeper draft ships at Pier 1. An additional
43,120 cubic yards will be dredged as a part of the project,
but will not involve lands under Commission jurisdiction.
The dredged material will be permanently disposed of at an
approved upland landfill site.

TERMS OF PROPOSED PERMIT:

Initial period:

One (1) year beginning September 23, 1992.

Royalty:

\$0.25 per cubic yard for material disposed of at the
approved upland site.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:

Filing fee and processing fees have been received.

STATUTORY AND OTHER REFERENCES:

A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

B. Cal. Code Regs.: Title 3, Div. 3; Title 14, Div. 6.

AB 884:

02/11/93

OTHER PERTINENT INFORMATION:

1. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.
2. An EIR (SCH 82112405) and requisite findings were prepared and adopted on April 19, 1983 and an addendum to the EIR for the proposed project was adopted on August 25, 1992 by the San Diego Unified Port District. The State Lands Commission's staff has reviewed such documents.
3. Impacts of concern to State-owned land relate to issues of water quality and disposal of dredged material. The San Diego Unified Port District has conducted updated sediment quality analyses and materials management handling plan which are discussed in the Addendum to FEIR 82112405, attached as Exhibit "B".

The San Diego Unified Port District's Environmental Management Department will be monitoring all environmental impacts related to this project. Such monitoring will include the conducting of a post dredge survey.

APPROVALS OBTAINED:

United States Army Corps of Engineers, California Coastal Commission, San Diego Unified Port District, and Regional Water Quality Control Board.

FURTHER APPROVALS REQUIRED:

Department of Fish and Game.

EXHIBIT:

- A. Location Map
- B. Addendum to FEIR

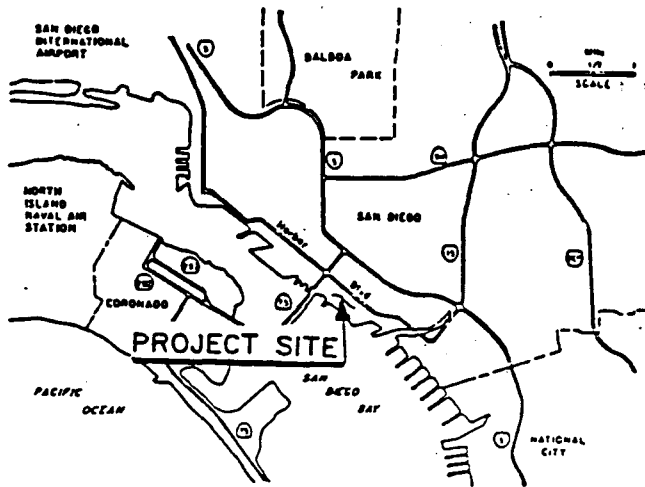
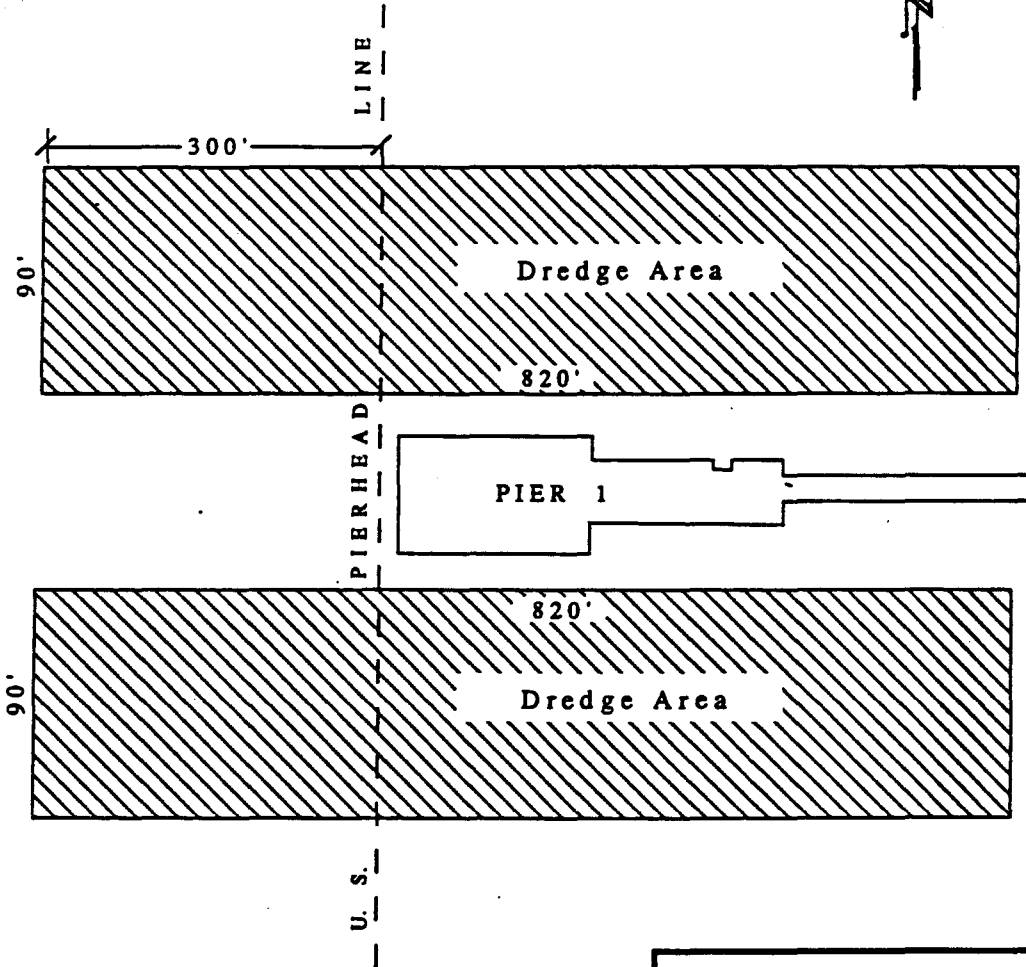
IT IS RECOMMENDED THAT THE COMMISSION:

CALENDAR ITEM NO. C 1 9 (CONT'D)

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT AN EIR AND ADDENDUM WERE PREPARED AND ADOPTED FOR THIS PROJECT BY THE SAN DIEGO UNIFIED PORT DISTRICT AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. READOPT THE FINDINGS CONTAINED IN MINUTE ITEM 25, DATED JUNE 23, 1983, ON FILE IN THE OFFICES OF THE COMMISSION.
3. FIND THAT THE SAN DIEGO UNIFIED PORT DISTRICT WILL BE RESPONSIBLE FOR MONITORING ENVIRONMENTAL IMPACTS THAT WILL OCCUR ON STATE-OWNED LANDS.
4. FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED FOR THE LAND PURSUANT TO P.R.C. 6370, ET SEQ.
5. AUTHORIZE STAFF TO ISSUE TO SOUTHWEST MARINE, INC. THE DREDGING PERMIT ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION. THE PERMIT SHALL ALLOW DREDGING A MAXIMUM 500 CUBIC YARDS OF MATERIAL FROM SAN DIEGO BAY, SAN DIEGO COUNTY, FOR ONE YEAR BEGINNING SEPTEMBER 23, 1992. THE DREDGED MATERIAL WILL BE PERMANENTLY DISPOSED OF AT AN APPROVED UPLAND DISPOSAL SITE. A ROYALTY OF \$0.25 PER CUBIC YARD SHALL BE CHARGED FOR MATERIAL DISPOSED OF AS APPROVED. THE PERMITTED ACTIVITY IS CONTINGENT UPON THE APPLICANT'S COMPLIANCE WITH APPLICABLE PERMIT, RECOMMENDATIONS, OR LIMITATIONS ISSUED BY FEDERAL, STATE, AND LOCAL GOVERNMENT AGENCIES.

SAN DIEGO BAY



VICINITY MAP

EXHIBIT "A"
APPLICATION FOR DREDGING PERMIT
Southwest Marine Inc.
PRC 6446
San Diego Bay
SAN DIEGO COUNTY



BY 9/92

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ADDENDUM
to
SOUTHWEST MARINE SHIPYARD REDEVELOPMENT
San Diego Industrial Area

FINAL ENVIRONMENTAL IMPACT REPORT
(UPD No. 80220-EIR-27; SCH No. 82112405)

PRIOR CERTIFIED EIR

The Final Environmental Impact Report (FEIR) for the Southwest Marine Shipyard Redevelopment Project was certified by the Board on April 19, 1983, by Resolution No. 83-109. The FEIR addressed the phased (programmed) development of the Southwest Marine Shipyard (SMS), including dredging adjacent to Pier 1, dredging the dry dock sump to -70' MLLW, and the construction of quay walls and backfill with clean materials.

The FEIR addressed the potential for the release of toxic and/or hazardous materials during the dredging and ocean disposal processes. The FEIR stated that if hazardous materials above COE/EPA "acceptable" levels were encountered, then these would be treated to render them harmless. The FEIR further required SMS, to comply with all permit requirements of EPA/COE with respect to mitigating potential adverse effects to marine resources that may arise from the dredging operation.

The prior certified EIR addressed the potential effects to marine resources and water quality that may result from the resuspension and deposition of hazardous materials and toxic substances from the proposed dredging operation. These potential effects were evaluated based upon an eleven site chemical analyses of the shipyard sediments performed in 1983. The analyses included sampling and testing for inorganics of particular concern to the marine environment, including the heavy metals: copper, zinc, chromium, lead, cadmium, barium, selenium, and arsenic, amongst others. The analyses also included sampling and testing for organic compounds of concern, including polychlorinated biphenyls, organochlorine (pesticides), organohalogens, oil & grease, chlorinated hydrocarbons, trichloroethane, carbon tetrachloride, methylene chloride, trichloroethylene, fluorocarbons (freon), and xylene, amongst others.

The FEIR concluded that if there is a potential for the release of toxic or hazardous materials above COE/EPA environmentally acceptable levels during dredging or ocean disposal, then treatment to prevent the release of the materials or to render the materials harmless would be undertaken. Also, appropriate mitigation measures to offset the dredging and ocean disposal impacts would be employed in compliance with COE permit stipulations.

PROJECT DESCRIPTION

Southwest Marine now proposes to dredge the north side of Pier No. 1 where there are existing bottom sumps approximately 600 feet long by 75 feet wide and 35 feet below MLLW level. The project will enlarge the sumps to 820 feet long by 90 feet

CALENDAR PAGE 245
MINUTE PAGE 2859

DRAFT

wide. The entire sump bottom will be 35 feet below MLLW. The purpose of the dredging is to accommodate large Naval ships such as the CG Class Cruisers during repair contracts. Prior to dredging on the north side of Pier No. 1, the removal of 250 feet of the underwater rail system of Marine Railway No. 1 will be required. The removal of the rails will make Ways No. 1 inoperable.

After the removal of the conflicting portion of Ways No. 1 and the proper disposal of material in an upland disposal site, the actual dredging will start. The sediment sampling report conducted in 1992 for the northside of Pier 1 shows the bay bottom sediment lies in three layers over undisturbed San Diego Bay Formation. The sediment layers have varying degrees of contamination at non-hazardous concentration levels. The EPA has determined that all of Layers 1 and 2 and one foot of Layer 3 (approximately 2,100 cy) can not be disposed of at the ocean disposal site, LA #5 due to contamination. Accordingly, Layer's 1 and 2 and one foot of Layer 3 will be dredged from the bay bottom first and transported by truck to Southwest Marine property located off District tidelands along Main Street south of Sampson Street. At the Site material will be deposited in a dewatering/containment area lined with an impervious membrane. The excess water will be drained from the stockpile, and retained and tested for contaminant levels. When it has been verified that water contaminant levels are below the City of San Diego Sanitary District's limits, the water will be discharged into the sanitary sewer system. Sealed trucks will be used to transport the material to and from the offsite dewatering location in order to prevent accidental spillage along the haul route. If any inadvertent spills should occur during operations, cleanup measures would immediately occur to prevent materials from returning to the bay. After the de-watering has been completed, Southwest Marine will have the solids in the stockpile re-tested to assure that the material is non-hazardous. They will then be disposed of in an appropriate disposal site.

Dredging of the remaining uncontaminated sediment located below one foot of Layer 3 will begin after verification by a registered survey team that all contaminated soil has been removed from the project area. The amount of material to be transported to LA #5 from the north side of Pier No. 1 is estimated at 26,650 cubic yards. All demolition and dredging operations will be enclosed in a surface to bottom silt curtain.

When the contractor has determined that the design configuration and depth of the sump has been achieved, a post dredge survey will be performed by a registered surveyor. The bottom depths will be plotted to the nearest 0.1 foot on a 25 foot grid over the entire dredge area. A four-color survey chart will be submitted to all parties.

ENVIRONMENTAL CONSIDERATIONS

There is a concern that some contaminated bay sediments may substantially degrade the bay's water quality and fisheries resources if contaminants were resuspended into the water column during dredging operations. Therefore, it is necessary to determine if the extent or scope of the potential sediment contamination at the proposed dredge area has changed significantly since the 1983 investigations.

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If the materials to be dredged and disposed of do not meet EPA/COE discharge standards, and if the materials to be disposed of in an area are "clean" or "treated", then the project may be found to be in conformance with the prior certified programmed FEIR.

If the dredged material does not meet EPA/COE standards, or contains hazardous waste; then a new environmental document must be prepared to address the marine resources, water quality, and hazardous waste issues involved.

SEDIMENT ANALYSES

Southwest Marine has conducted recent (1992) analyses of the sediments to be dredged. Sediment samples in the dredged area have been analyzed for California Priority Pollutants. The twelve-site testing program was performed under California Code of Regulations (CCR), Title 22 Section 66261.24 criteria.

The Analyses included Total Threshold Limit Concentration (TTL) and Soluble Threshold Limit Concentration (STLC) tests for CCR Title 22 Section 66261.24 inorganic persistent and bioaccumulative toxic substances, including antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc.

The sediment samples were also tested for TTL under CCR Title 22, Section 66261.24 List of Organic persistent bioaccumulative toxic Substances, including aldrin, chlordane, 2, 4-dichlorophenoxyacetic acid, dieldrin, endrin, heptachlor, kepone, lead compounds (organic), lindane, methoxychlor, mirex, pentachlorophenol, polychlorinated biphenyls (PCB's), toxaphene, trichloroethylene, and 2,4,5,-trichlorophenoxypropionic acid.

The sediment testing conducted in 1992 for the area north of Pier 1 (See Attachment 1) found very low concentrations of contaminants; however, no organic or inorganic constituents exceeded EPA threshold values.

MATERIALS MANAGEMENT HANDLING PLAN

Southwest Marine has prepared a Materials Management Handling Plan for the handling, transporting, dewatering, and disposal of the dredged materials (See Attachment 2).

All of sediment Layers 1 and 2 along with one foot of Layer 3, as specified by the Environmental Protection Agency, will be dredged with a closed clamshell bucket and loaded directly into sealed trucks positioned on Pier No. 1. An optional procedure would be to deposit the sediment into a sealed barge during a dredging shift and then clamshell the material into the trucks at the end of the shift. The trucks will have tightly sealed tailgates or a membrane draped in front of the tailgate to prohibit leakage. The dredged solids and liquids will all be contained in the trucks. The haul route will be from the head of Pier No. 1 directly across the shipyard to the northeast corner of the yard. At that point the trucks will enter onto Belt Street and travel to the dewatering/containment area off Main Street. All of the travel route is hard surfaced. The area of Pier No. 1 where the trucks will be loaded will be covered with an impervious membrane strong enough and protected sufficiently to prevent

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punctures and hence leakage of any material back into the bay. The sides of the membrane will be sandbagged to contain any random splashes or spills. There will be personnel available on site to manually pick up and place in a truck anything that might drop on the membrane or on the transport route. All storm drains along the route will be sealed off before hauling begins. A dredge inspector with authority to correct any potential problems will be assigned to monitor the operation at all times.

When the ways rail systems are removed, all materials from the systems will be removed from the bay bottom and from the surface. The sediment in Layers 1 and 2 and one foot of Layer 3 and the undisturbed San Diego Formation, should then be free of debris. The contractor will, however, be instructed to extract any items of debris that are encountered and dispose of them on shore in an appropriate manner. Also, all work will be performed inside of a silt curtain and any floating debris will be removed from the surface before the curtain is dismantled.

MITIGATION MONITORING

To ensure that no significant impacts would occur to marine resources and water quality as a result of this project, the District's Environmental Management Department will confirm all sampling results and track all required permit applications and permits.

ADDENDUM TO EIR

California State CEQA Guidelines, Section 15164, states the following regarding an Addendum to an EIR:

- (a) The Lead Agency or a Responsible Agency shall prepare an addendum to an EIR if:
 - (1) None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred;
 - (2) Only minor technical changes or additions are necessary to make the EIR under consideration adequate under CEQA; and
 - (3) The changes to the EIR made by the Addendum do not raise important new issues about significant effects on the environment.
- (b) An Addendum need not be circulated for public review but can be included in or attached to the final EIR.
- (c) The decision-making body shall consider the addendum with the final EIR prior to making a decision on the project.

CALENDAR PAGE 248
MINUTE PAGE 2862

CONCLUSIONS

The prior certified EIR "Southwest Marine Shipyard Redevelopment, San Diego Industrial Area" addressed the potential effects to marine resources and water quality that may result from the resuspension and deposition of hazardous materials and toxic substances from the proposed dredging operation. These potential effects were evaluated based upon an eleven-site chemical analyses of the shipyard sediments performed in 1983. Recent (1992) sediment tests have found no organic or inorganic constituents that exceed EPA threshold values. Therefore, based upon the 1992-updated sediment chemistry analyses, no change in the marine resources and water quality impact analyses or conclusions of the prior certified FEIR is required.

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CALENDAR PAGE	249
MINUTE PAGE	2863