



Navy Old Town Campus (OTC) Revitalization Draft Environmental Impact Statement (EIS) Summary

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Introduction

Naval Information Warfare Systems Command (NAVWAR) supports the Navy's growing cyberspace capabilities and provides the hardware and software that support manned and unmanned systems at sea, on land, in the air, and in space. The Navy depends on resilient connected systems, logistics, networks, and communications to accomplish its mission.



NAVWAR MISSION

NAVWAR identifies, develops, delivers, and sustains information warfighting capabilities supporting naval, joint, coalition, and other national missions.

NAVWAR develops and sustains information warfare capabilities to ensure that servicemembers are equipped with systems that enable them to be effective in the complex information domain. NAVWAR also operates and safeguards one of the world's largest intranets.

The existing buildings and facilities at Naval Base Point Loma Old Town Campus used by NAVWAR on the Old Town Campus (OTC) in San Diego are outdated, inefficient, and not conducive to sustaining NAVWAR's high-tech mission requirements. To remedy this deficiency, the Navy is proposing to modernize facilities through either Navy-only development or public-private development. The proposed modernization of NAVWAR's facilities could include renovation or construction of new buildings, utilities, and infrastructure on OTC.

In the era of information technology and warfare, NAVWAR's role in national security is more critical than ever. The Navy operates the largest network in the world:

700,000 Users

2,500 Locations worldwide

8 million Cyber intrusion attempts per day



Introduction

National Environmental Policy Act

To assess the potential environmental impacts of modernizing NAVWAR's facilities (the Proposed Action), the Navy has prepared a Draft Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA). The law requires federal agencies to analyze the potential environmental impacts of major federal actions significantly affecting the quality of the human environment prior to making a final decision on those projects. This process includes identifying a range of alternatives that can meet the purpose and need of the Proposed Action.

The Navy, serving as lead agency, prepared the Draft EIS in accordance with applicable federal environmental laws and agency guidance. The Navy requested that the San Diego Association of Governments (SANDAG), San Diego's regional planning agency, participate in the EIS as a cooperating agency. SANDAG possesses special expertise and authority with respect to potential impacts on land use, viewsheds, and transportation that could result from the proposed development of OTC. SANDAG and the Navy signed an agreement on September 19, 2019, and a follow-on agreement on January 23, 2020, to define collaboration between the agencies. The agreements are included as Appendix P of the Draft EIS.

January 24, 2020:

The Navy issued a Notice of Intent to prepare an EIS. This initiated a 30-day public scoping process to identify community interests and specific resources to analyze in the EIS.

February 13 and February 19, 2020:

Public scoping meetings were held. Information on the project and how to provide comments was provided to the public.

May 14, 2021:

The Draft EIS was released and a 60-day public comment period began. Public comments on the Proposed Action and range of alternatives described in the Draft EIS will be considered in the preparation of the Final EIS.



Old Town Campus (NAVWAR Facilities) at Naval Base Point Loma, San Diego, California

The Naval Base Point Loma Old Town Campus in San Diego serves as NAVWAR's headquarters, with a mission focus of naval communications and space programs. The command, previously known as Space and Naval Warfare Systems Command (SPAWAR), changed its name to NAVWAR in June 2019 to better represent the changing environment of cybersecurity.

NAVWAR provides infrastructure to connect the Navy with national security operations. Information and cyber warfare are now recognized as a fundamental element of national defense along with the traditional domains of air, sea, land, and space.

The location of OTC is critical to NAVWAR's mission because it provides access to other regional military installations, defense contractors, research firms, and academic institutions in the San Diego area. OTC is also accessible by regional transportation corridors and mass transit for NAVWAR employees and visitors.

NAVWAR's relationship with the community includes benefits such as major economic, technological, and educational partnerships. Half of all cybersecurity jobs in San Diego are attributed to NAVWAR, and an estimated 29,000 jobs were generated in fiscal year 2019 in support of NAVWAR's mission.

NAVWAR Economic Impact Study Results

- 29,000 jobs generated for the San Diego Region
- \$800 million Annual Value of Payroll and Benefits
- \$3.5 billion Contribution to the Regional Economy in Fiscal Year 2019

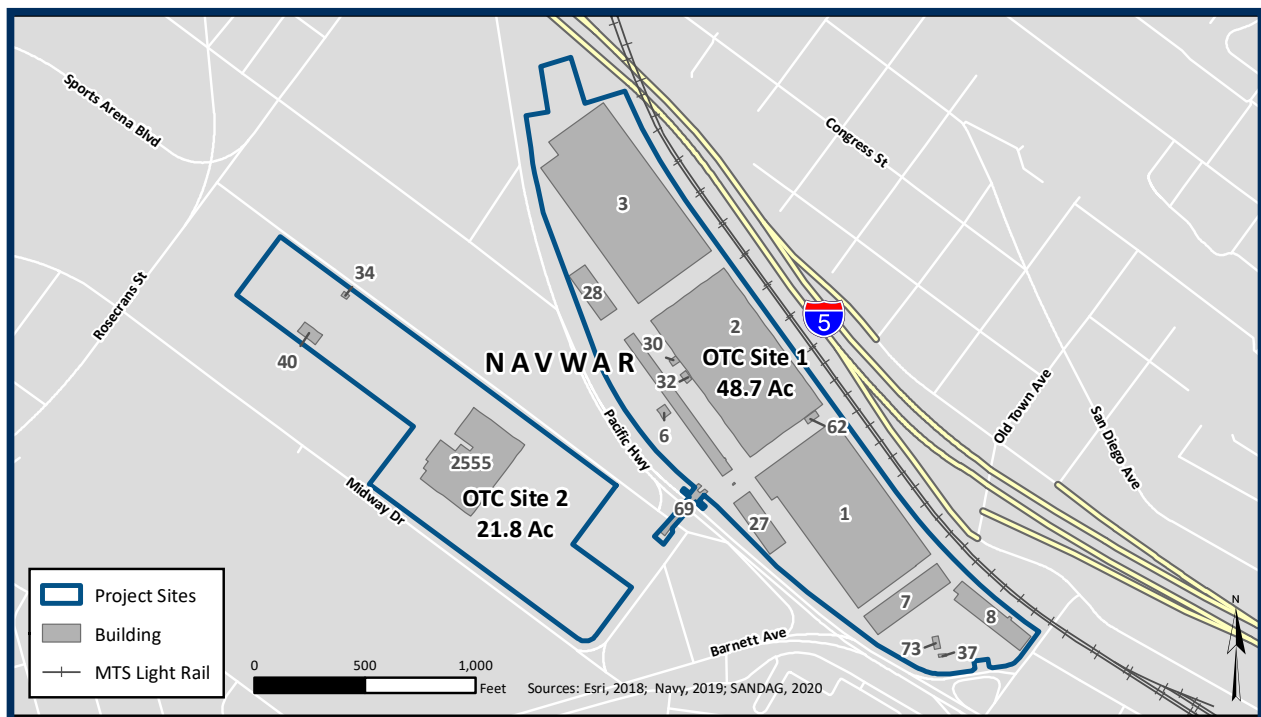


Old Town Campus (NAVWAR Facilities) at Naval Base Point Loma, San Diego, California

Project Location and OTC Facilities

OTC is federal property comprising two sites totaling 70.5 acres within the City of San Diego. The two sites are separated by Pacific Highway and connected via pedestrian overpass.

Current facilities on OTC Site 1 include three former World War II-era aircraft manufacturing warehouses that are 310,000 square feet each, used as administrative offices, laboratory, and warehouse spaces, and several smaller buildings. OTC Site 2 is dominated by an operational supply building with a footprint of 136,000 square feet. The remainder of acreage contains paved access roads between the buildings, paved vehicle parking, and materials storage areas.



Immediate Vicinity of OTC Site 1 and OTC Site 2

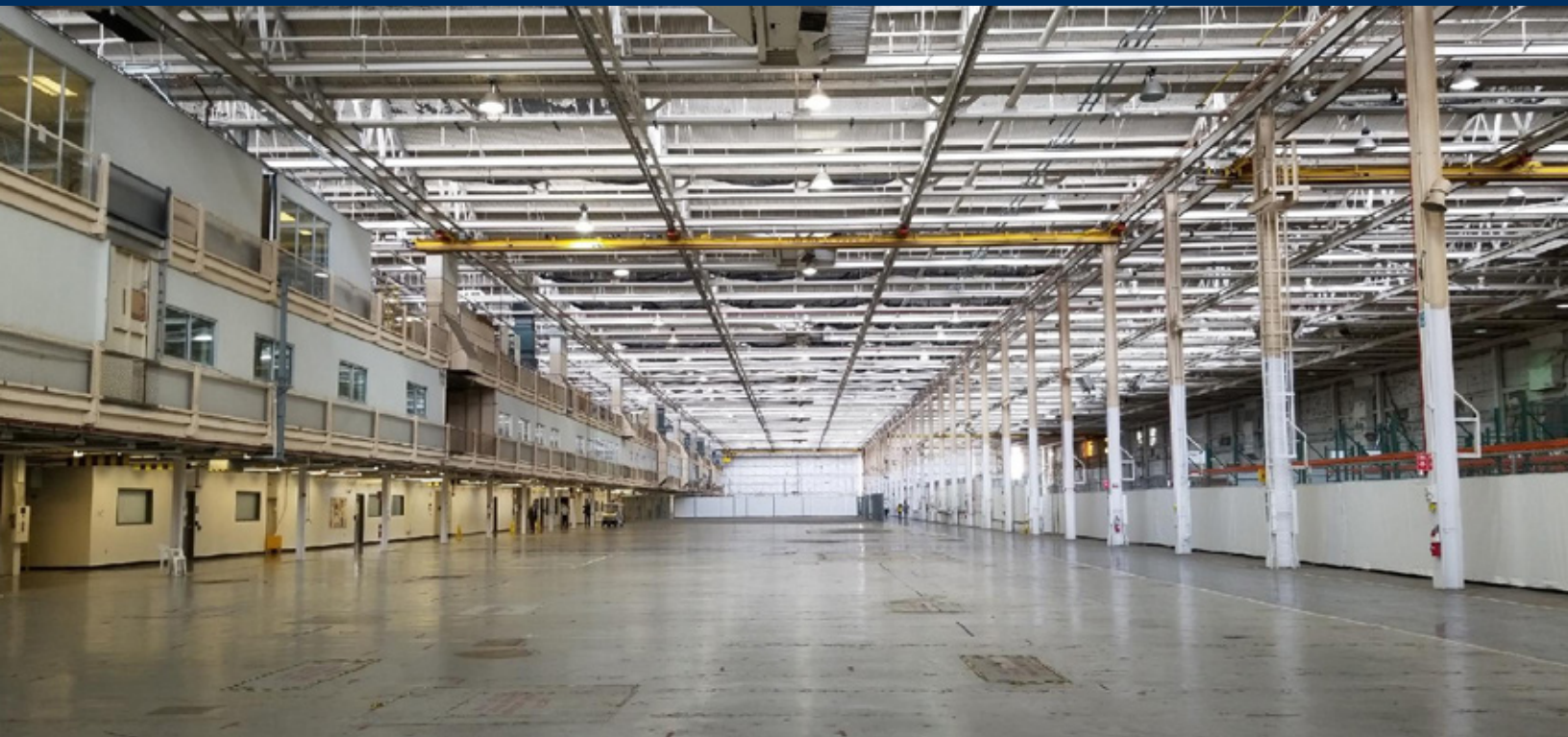
Purpose and Need

The current OTC facilities are beyond their useful life and do not comply with current seismic design requirements, applicable anti-terrorism force protection standards, or provide controlled access and independent utility systems for secure spaces. Inadequate and obsolete facilities impact NAVWAR's cyber warfare mission, security, and workforce safety. The proposed modernization of NAVWAR's facilities on OTC would meet design standards for safety and security and would enable sustainment of NAVWAR's national defense mission. Secure and modern facilities are a necessity to meet information technology, artificial intelligence, and cyber warfare operational requirements.



Purpose: *to provide modern facilities to enhance NAVWAR's operational and sustainment effectiveness through redevelopment of OTC.*

Need: *to enable NAVWAR to meet its operational and mission sustainment requirements.*



Proposed Action and Alternatives

The Proposed Action is the modernization of NAVWAR's facilities on OTC through demolition, construction, and renovation of buildings, utilities, and infrastructure. Modernization would be accomplished in one of two ways:

1. Navy Redevelopment: Construct new or rehabilitate existing NAVWAR facilities at OTC. No public-private or mixed-use development would occur on OTC under this scenario.
2. Public-Private Redevelopment: Collaboration between the Navy, other government agencies, and the private sector to finance and construct new NAVWAR facilities at OTC. The private developers would pay for construction of NAVWAR facilities in exchange for the opportunity to construct mixed-use development on the remaining OTC land. Development would include new facilities for NAVWAR and a range of private mixed-use development (e.g., residential, office, retail, hotel). Two of the public-private development alternatives also include consolidation of a transit center at OTC.

The Navy defined development assumptions and thresholds for each action alternative using industry standards, best available data, input from the public and other agencies, and professional judgment. Five action alternatives were identified that meet the purpose of and need for the Proposed Action. The EIS analyzes the No Action Alternative and the following action alternatives:

- Alternative 1: NAVWAR-Only Redevelopment
- Alternative 2: Public-Private Redevelopment – NAVWAR and Higher Density Mixed Use
- Alternative 3: Public-Private Redevelopment – NAVWAR and Lower Density Mixed Use
- Alternative 4: Public-Private Redevelopment – NAVWAR and Higher Density Mixed Use with a Transit Center **(Preferred Alternative)**
- Alternative 5: Public-Private Redevelopment – NAVWAR and Lower Density Mixed Use with a Transit Center

Preferred Alternative

The Navy has selected Alternative 4 as the Preferred Alternative. Alternative 4 meets the purpose and need for modernized facilities for NAVWAR, includes efficient access to mass transit for NAVWAR employees and visitors, and provides the most flexibility for future design of development of OTC.

The Draft EIS Preferred Alternative is not a final decision. The Navy wants to receive public comments on the Draft EIS and the Preferred Alternative to make an informed decision. The Navy may select any of the five alternatives studied in the EIS. The final selection will be documented in the Record of Decision.

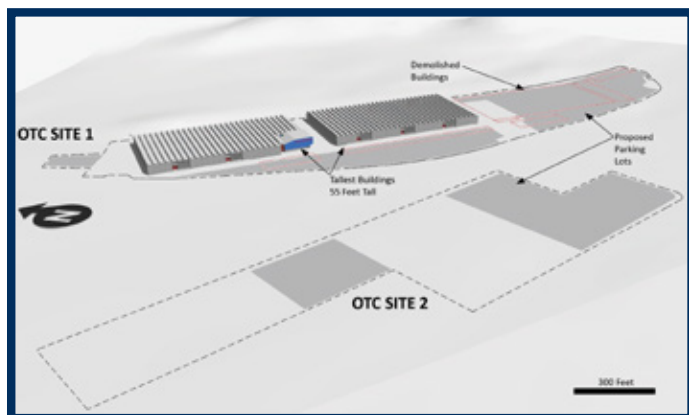
Proposed Action and Alternatives

No Action Alternative

Under the No Action Alternative, modernization of NAVWAR facilities would not occur and NAVWAR would continue the operation and maintenance of existing facilities. The No Action Alternative would not meet the purpose of the Proposed Action as it would not provide modern facilities and would not enhance NAVWAR's operational effectiveness.

Alternative 1: NAVWAR-Only Redevelopment

- Under Alternative 1, Navy-only redevelopment of NAVWAR facilities would occur by phasing construction projects over five years. This alternative would not involve mixed-use development or a transit center on OTC.
- NAVWAR operations would be consolidated into two of the existing 310,000-square-foot buildings on OTC Site 1. No additional demolition or construction would occur on OTC Site 2.
- On-site utilities would be repaired or upgraded.
- Security and anti-terrorism force protection upgrades would occur, including entry control point and circulation improvements.



- Obsolete facilities and utilities on OTC Site 1 would be demolished once NAVWAR operations relocate to renovated buildings 2 and 3.
- Building 1 would be replaced by a parking lot.

A general representation of renovation is illustrated below left. The existing warehouse and parking area on OTC Site 2 would not be modified under this alternative.

Alternatives 2 through 5

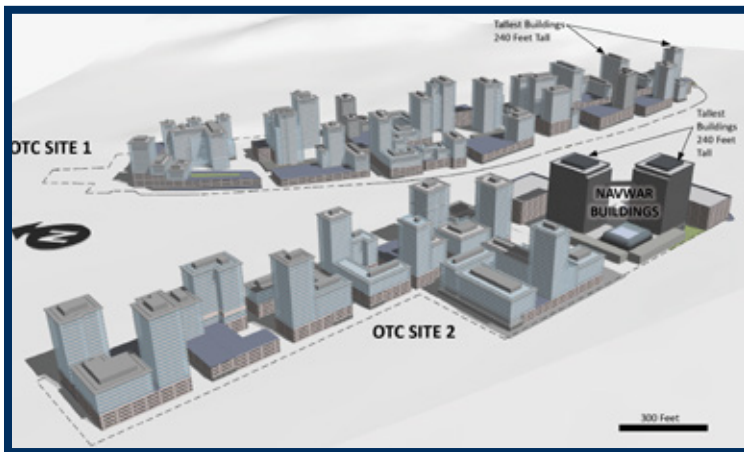
Under Alternatives 2 through 5, new modern facilities would be constructed for NAVWAR at OTC. Once new NAVWAR facilities are constructed, all existing buildings on OTC would be demolished and replaced with private development of residential, office, hotel, retail, streets, alleys, sidewalks, parks, and open space. A public-private development agreement would be implemented over a 30-year period. Retail space would generally be located on the ground floor of some residential and office buildings. Parking would be integrated into building development, and NAVWAR facilities would be constructed with appropriate security requirements. Development would be facilitated through a public-private development agreement.

The major difference between Alternatives 2 through 5 is in the density and type of mixed-use development and inclusion of a transit center for Alternatives 4 and 5. Building heights could reach 240 feet under Alternatives 2 and 3 and 350 feet under Alternatives 4 and 5. The number of residential units could vary from 4,400 for Alternative 3 to 10,000 for Alternative 4. The amount of office and retail space could also vary under each alternative.

Proposed Action and Alternatives

Illustrations of potential development are conceptual at this early stage in the process and are intended only to provide a general representation of size and density. Actual site plans and layouts have not been developed at this time. Site-specific locations, design features, and construction phasing will be dependent on potential public-private opportunities and objectives yet to be determined.

Alternative 2: Public-Private Redevelopment – NAVWAR and Higher Density Mixed Use



Highlights

- 6,600 residential units
- 1,525,000 square feet of commercial space
- 2 hotels with 400 total rooms
- 312,300 square feet of retail space
- 91 buildings: 8 low-rise, 10 low to mid-rise, 59 mid-rise, 6 standalone parking structures
- Tallest buildings up to 240 feet, which is approximately 22 floors

Alternative 3: Public-Private Redevelopment – NAVWAR and Lower Density Mixed Use



Highlights

- 4,400 residential units
- 991,250 square feet of commercial space
- 1 hotel with 250 rooms
- 225,550 square feet of retail space
- 106 buildings: 9 low-rise, 38 low to mid-rise, 48 mid-rise, 11 standalone parking structures
- Tallest buildings up to 240 feet, which is approximately 22 floors

Proposed Action and Alternatives

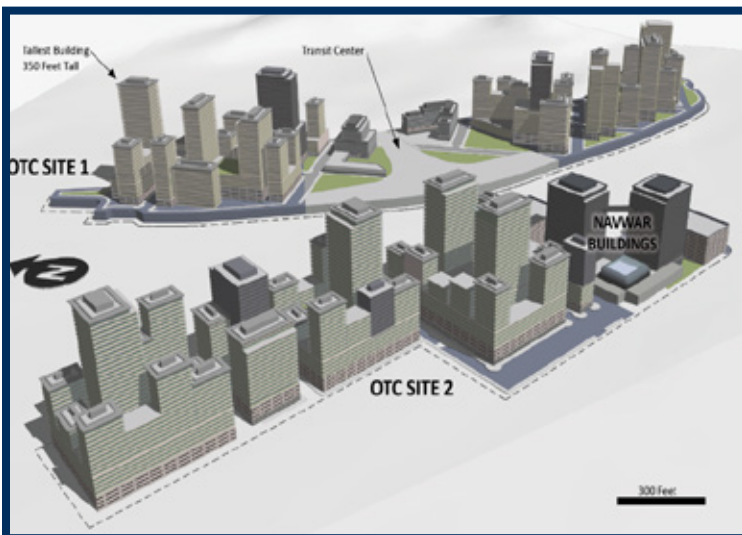
Alternative 4: Public-Private Redevelopment – NAVWAR and Higher Density Mixed Use with a Transit Center (Preferred Alternative)



Highlights

- 10,000 residential units
- 2,058,750 square feet of commercial space
- 2 hotels with 450 total rooms
- 433,750 square feet of retail space
- 109 buildings: 2 low-rise, 19 low to mid-rise, 51 mid-rise, 35 high-rise, 2 standalone parking structures
- Tallest buildings up to 350 feet, which is approximately 32 floors
- On-site transit facility at OTC Site 1

Alternative 5: Public-Private Redevelopment – NAVWAR and Lower Density Mixed Use with a Transit Center



Highlights

- 8,000 residential units
- 1,296,250 square feet of commercial space
- 2 hotels with 450 total rooms
- 347,000 square feet of retail space
- 107 buildings: 3 low-rise, 12 low to mid-rise, 69 mid-rise, 21 high-rise, 2 standalone parking structures
- Tallest buildings up to 350 feet, which is approximately 32 floors
- On-site transit facility at OTC Site 1

For more detailed information about the alternatives, see Chapter 2 of the Draft EIS.

Resource Areas and Summary of Potential Environmental Impacts

The Navy analyzed potential impacts on:

- Air Quality
- Transportation
- Visual Resources
- Land Use
- Socioeconomics
- Cultural Resources
- Hazardous Materials and Waste
- Public Health and Safety
- Environmental Justice
- Public Services
- Infrastructure
- Airspace
- Noise
- Geological Resources
- Water Resources
- Biological Resources

The Draft EIS includes an analysis of potential environmental impacts associated with the five Proposed Action Alternatives and the No Action Alternative. Although this federal action is not subject to the requirements of the California Environmental Quality Act (CEQA), CEQA may be required if the public-private development involves a discretionary action by a California state or local public agency, or if property leaves federal ownership. Therefore, a CEQA impact analysis is included as an appendix to this EIS. The EIS is not a joint NEPA/CEQA document and future CEQA actions would be the responsibility of the appropriate state or local agency or private developer.

Summary of Potential Environmental Consequences of the Proposed Action Alternatives and Potential Mitigation Actions

The following section provides a summary of the potential impacts by each resource area analyzed in the Draft EIS. For a detailed description and analysis, refer to Chapter 3, *Affected Environment and Environmental Consequences*, and Chapter 4, *Cumulative Impact Analysis*, in the Draft EIS. A summary of management practices that would apply to any action alternative is available in Section 2.5, Best Management Practices Included in Proposed Action. A listing of all proposed management practices, potential monitoring measures, and potential mitigation measures is presented in Table 3.17-2 in Chapter 3.

Resource Areas and Summary of Potential Environmental Impacts

Air Quality

Air quality is defined by the concentration of various pollutants in the atmosphere that the U.S. Environmental Protection Agency (USEPA) determined may affect the health of the public. Most air pollutants originate from human-made sources, including mobile sources (e.g., vehicles), stationary sources (e.g., factories), and indoor sources (e.g., some building materials). The Draft EIS presents estimated direct and indirect emissions associated with demolition/construction and operation of the Proposed Action.

Environmental Consequences

Under each Proposed Action Alternative, potential air quality impacts would be considered less than significant based on the following:

Criteria Air Pollutants: The Proposed Action Alternatives' maximum estimated emissions exceed the volatile organic compounds (VOCs) and nitrogen oxides (NOx) annual significance thresholds of 25 tons per year during combined construction and operation beginning in 2035 (Alternative 4), 2038 (Alternative 5), or 2040 (Alternative 3). Further analysis determined these emissions would not contribute to an exceedance of a National Ambient Air Quality Standard. Additionally, emissions from the Proposed Action Alternatives would not exceed the applicable thresholds for ozone precursors and therefore they would be exempt from the requirements of the General Conformity rule. Several construction and operational design measures are proposed to reduce criteria pollutant emissions.

The General Conformity rule is established under the Clean Air Act and ensures that the actions taken by federal agencies do not interfere with a state's plans to attain and maintain national standards for air quality.

Carbon Monoxide Hot Spots: A significant increase of traffic at a given intersection or along a roadway segment can cause localized carbon monoxide emissions (referred to as a "hot spot"). The project traffic study (Appendix E to the Draft EIS) indicated that the intersection of Rosecrans Street and Sports Arena Boulevard would have the greatest peak hour traffic volume of all signalized study intersections. With the inclusion of project-generated traffic, the afternoon peak hour (rush hour) traffic volume would be much less than the screening threshold of 31,600 vehicles per hour, and therefore, no hot spots would be created by the Proposed Action Alternatives.

Hot spots are defined as locations where ambient carbon monoxide concentrations exceed the national ambient air quality standards, as primarily affected by local vehicle emissions.

Hazardous Air Pollutants (HAP): HAP emissions generated from each Proposed Action Alternative would remain well below the significance threshold of 10 tons per year for a single HAP or 25 tons per year for any combination of HAPs.

Resource Areas and Summary of Potential Environmental Impacts

Air Quality *(continued)*

Greenhouse Gases (GHGs): Annual GHG emissions under all Proposed Action Alternatives would increase compared to the No Action Alternative. Vehicle trips would be the largest contributor to the carbon dioxide equivalent (CO₂e) emissions with the highest emissions occurring at full build-out.

The USEPA establishes National Ambient Air Quality Standards for six of the most common air pollutants, known as “criteria pollutants.”

Management Practices, Monitoring, and Potential Mitigation

Based on the analysis in the Draft EIS, no potential mitigation or monitoring measures for air quality were identified for any of the alternatives. However, various management practices would reduce potential

air quality impacts. These management practices are presented in Chapter 3 of the Draft EIS. Selected management practices could include:

- Building construction to achieve Leadership in Energy and Environmental Design (LEED) certification of at least silver through the U.S. Green Building Council.
- Maximizing the use of solar energy through installation of photovoltaic panels, solar water heating systems, or other technologies.
- Incorporating sustainable landscape design where feasible.
- Innovative site design and building orientation to conserve energy.
- Electric vehicle charging stations for both residential and non-residential uses.
- Dedicated bicycle lanes that connect to other communities and to the regional bicycle network.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Criteria air pollutants emissions	●	●	●	●	●	○
Hazardous air pollutants emissions	●	●	●	●	●	○
Carbon monoxide hot spots	●	●	●	●	●	○

● Significant impact ● Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Transportation

The Navy analyzed effects of the Proposed Action Alternatives on the transportation system in the region of influence (ROI), which consists of 92 locations (i.e., intersections, street and freeway segments, and freeway on-ramps) around OTC. Anticipated increases in traffic over baseline conditions were modeled. Baseline traffic data used in the analysis was pre-COVID-19 pandemic weekday and peak hour traffic volume counts collected in January 2020.

Environmental Consequences

- Under the **No Action Alternative**, NAVWAR operations would continue similar to existing conditions. Locations would continue to operate at a Level of Service (LOS) E or F as they do under existing conditions; therefore, the No Action Alternative results in less than significant impacts.

LOS is a qualitative measure reflecting operating conditions for intersections and roadways and the magnitude of traffic congestion, corresponding to letter grades between "A" and "F" (LOS A indicating the best traffic conditions and "F" indicating the worst traffic conditions).

- **Alternative 1** would result in 9 significantly impacted locations
- **Alternatives 2 through 5** would result in significantly more impacted locations

The table on the following page summarizes the potential impacted locations for each Proposed Action Alternative. For all Proposed Action Alternatives potential mitigation measures were identified with some impacts able to be fully mitigated and some remaining significant and unavoidable.

Management Practices, Monitoring, and Potential Mitigation

Potential mitigation for traffic includes both physical improvements and policy actions. Physical improvements would include a new Interstate 5 interchange and various intersection and roadway improvements.

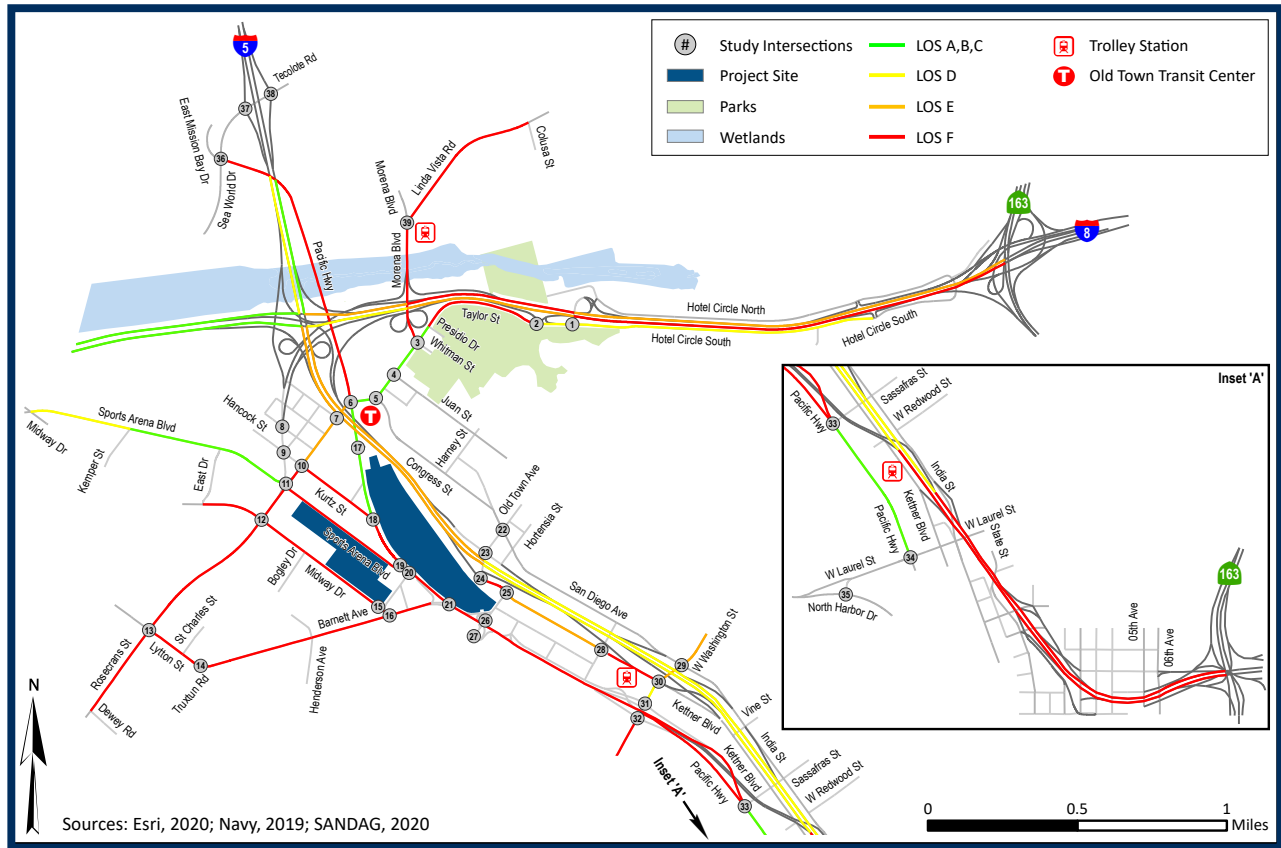
Policy actions include the implementation of the following programs:

Transportation Demand Management: targets traveler behavior, employers, and mode choice (e.g., transit, carpool, and vanpool) to lower traffic demands on the roads during peak travel times.

Transportation System Management: looks at ways to better manage the existing transport infrastructure. This may include better timed signals and dedicated high-occupancy vehicle (HOV) lanes.

Resource Areas and Summary of Potential Environmental Impacts

Transportation (continued)



Number of Significant Impacts Calculated for Each Proposed Action Alternative

Proposed Action Alternatives	Intersections	Segments	Freeways	Ramp Meters	Reduced to Less than Significant with Potential Mitigation	Remain Significant and Unavoidable
Alternative 1	8	1	0	0	5	4
Alternative 2	25	25	10	1	32	29
Alternative 3	23	25	10	1	33	26
Alternative 4	26	25	10	1	33	29
Alternative 5	26	25	10	1	33	29

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Transportation and Traffic	●	●	●	●	●	◐

● Significant impact ◐ Less than significant impact ○ No impact

Note: While the potential mitigation measures identified would minimize impacts under all Proposed Action Alternatives, certain intersections, roadway and freeway segments, and freeway on-ramps would still experience impacts that are significant and unavoidable.

Resource Areas and Summary of Potential Environmental Impacts

Visual Resources

Visual resources refers to the natural and human-made features of the landscape that are visible from public vantage points and contribute to the visual quality of an area. The affected environment is generally defined as areas that have visibility of OTC from their vantage point, which is also referred to as a viewshed. The Area of Visual Effect (AVE) analyzed for the Proposed Action consists of a 3-mile radius within the viewsheds around OTC.

10 key observation points surrounding OTC were studied for potential visual effects (e.g., view blockage, view quality, visual or aesthetic quality, light/glare and shade/shadow) of the Proposed Action by using three-dimensional simulations of the proposed development for each of the five Proposed Action Alternatives.

Because final development plans for each alternative are unknown at this time, analysis was based on assumptions on the type, quantity, and size of buildings. It is important to note that the simulations cannot illustrate potential spacing or other potential design elements that may be implemented during architectural design that would create view corridors and open spaces to improve visual qualities.



30-year simulation view from Presidio Mormon Memorial Park, Alternative 1



30-year simulation view from Presidio Mormon Memorial Park, Alternative 2



30-year simulation view from Presidio Mormon Memorial Park, Alternative 3

Resource Areas and Summary of Potential Environmental Impacts

Visual Resources *(continued)*

Environmental Consequences

It is too early in the planning process for decisions on design treatments for the Proposed Action, given the multi-year efforts of intensive land use planning, site planning, architecture, landscape architecture, and engineering required for a large project such as this one. The Draft EIS assumes that given the size and profile of this project, the future design and engineering process would result in a well-designed and organized architecture that could be refined to minimize visual quality and view quality impacts.

- **Alternative 1** would result in less than significant impacts to visual resources and would improve visual quality of OTC compared to existing conditions.
- **Alternatives 2 and 3** would result in some significant view quality impacts, primarily related to the obstruction of view corridors and the contrast of the scale and height of the new development. Impacts would be mitigated by the implementation of proposed management measures.
- **Alternatives 4 and 5** would result in significant view quality impacts because of the obstruction of view corridors related to the density of building development and associated massing (general shape, form, and size of a building). Impacts for Alternatives 4 and 5 would be minimized through the implementation of proposed management measures, but would still result in a permanent and unavoidable significant impact to visual resources.



30-year simulation view from Presidio Mormon Memorial Park, Alternative 4



30-year simulation view from Presidio Mormon Memorial Park, Alternative 5

Estimates for construction range from five years under Alternative 1, to 30 years for public-private development under Alternatives 2 through 5.

Resource Areas and Summary of Potential Environmental Impacts

Visual Resources *(continued)*

Management Practices, Monitoring, and Potential Mitigation

The Navy anticipates the following proposed management practices would be considered as part of a formal set of design guidelines including design and site planning review by the Navy, and most likely, SANDAG and the City of San Diego.

- **Limitations to avoid silhouetting against the ocean horizon:** Limits on the number of buildings that are silhouetted against the horizon line of the Pacific Ocean.
- **Height limitations to avoid silhouetting against the sky:** Limits for buildings that push above the natural landforms of the area. Only those viewing locations at higher elevations would be positively affected by this measure.
- **Stepping down building heights to adjacent areas:** Lowering the overall sense of scale dominance by stepping down buildings in all directions.
- **Opening view corridors:** Making a building taller and creating gaps between other buildings may reduce blocking of some view corridors. However, allowing some corridors to be more open may result in other views to be more blocked.
- **Centralized massing to minimize the number of buildings:** Considering fewer buildings that are bulkier and aligning to the northeast to southwest corridor. Alignment could improve the opening of view corridors and lower the sense of scale that multiple buildings may create.
- **Concealing or integrating parking garages:** Ensuring parking structures do not create large openings in elevation that allow views of parked cars, hanging lights, and utility piping.
- **Maintaining horizontal banding and fenestration on buildings:** Implementing architectural features in the design so each floor is a horizontal design element and could help in reducing the appearance of overall size/height.
- **Integrating and connecting a series of plazas, streets and spaces:** Incorporating a strong foundation with elevated or terraced open-air spaces at the ground levels of buildings to create a campus-like setting instead of a series of buildings and streets typical of downtown areas.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Visual Resources	○	●	●	●	●	○

● Significant impact ● Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Land Use

The term land use refers to the types of human activity that occurs on a parcel of land and within the structures that occupy it. Land use at OTC is controlled and managed by the Navy. Although OTC Site 1 and OTC Site 2 are within the City of San Diego's planning jurisdiction, the City has no regulatory authority over federal property. Despite this, the Navy coordinates with the City, when possible, to be a good neighbor and avoid potential land use conflicts. Local jurisdictions (such as City of San Diego, Port of San Diego, San Diego International Airport, or the California Department of Transportation) control and manage land-use planning in areas surrounding OTC.

Planning documents considered:

- Naval Base Point Loma Area Development Plan
- City of San Diego General Plan
- Midway-Pacific Highway Community Plan
- Old Town San Diego Community Plan
- Uptown Community Plan
- 2019 Federal Regional Transportation Plan
- 2021 Regional Plan currently under development
- Airport Land Use Compatibility Plan
- Port Master Plan

Environmental Consequences

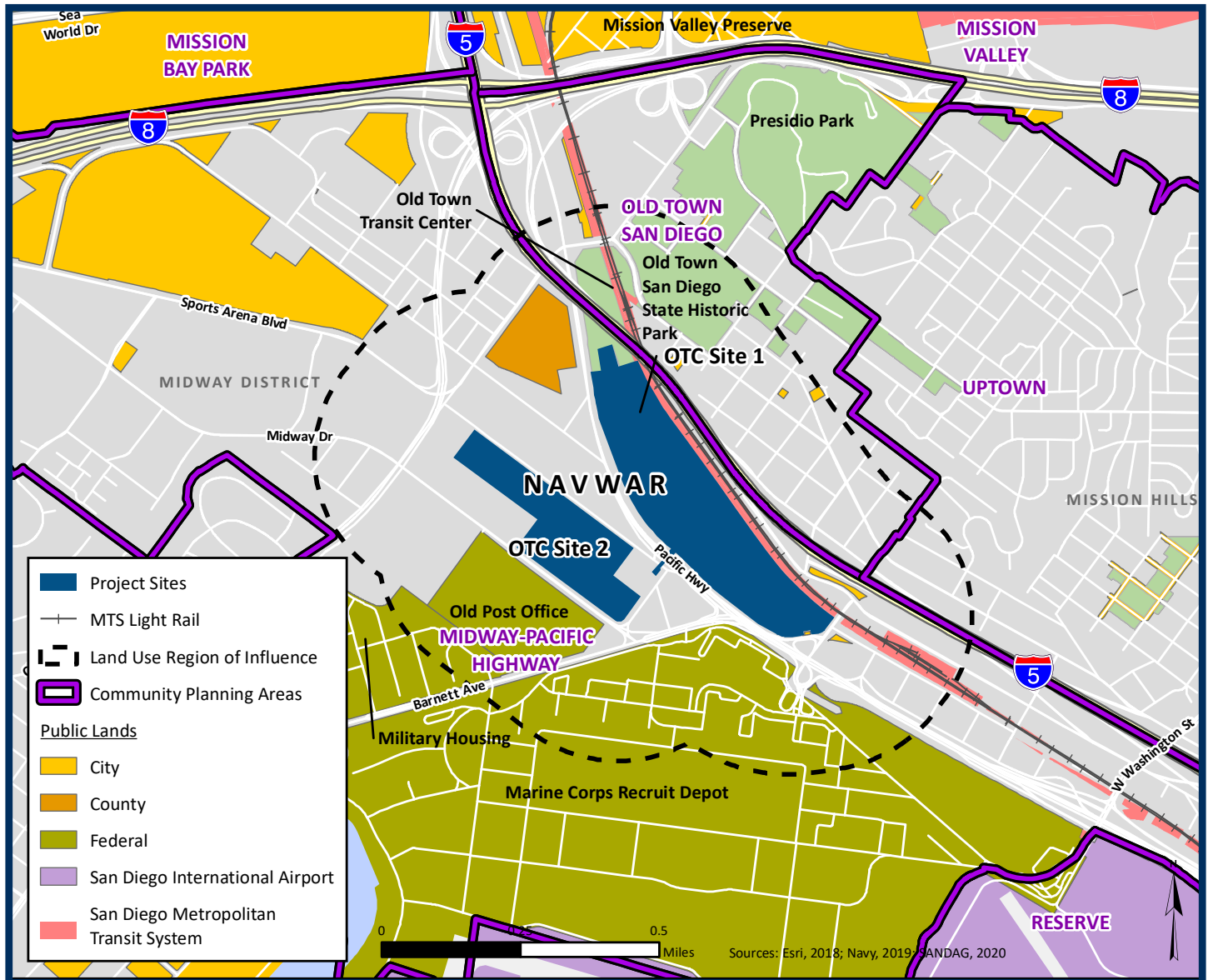
- **Alternative 1** is consistent with military, regional, and local land use plans. This alternative does not change the type or scale of existing land uses at OTC and would not result in any impact to adjacent existing land use.
- **Alternatives 2 through 5** are consistent with the Naval Base Point Loma OTC Area Development Plan, and the mix of land uses and transit-oriented development identified in local, regional, and federal planning documents, but exceed the population and residential growth targets specified in the Midway-Pacific Highway Community Plan. Alternatives 2 through 5 would result in less than significant impacts as long as the land remains in federal ownership, as federal land is not subject to local planning regulations. However, significant impacts would occur due to the increased density and resulting in growth over targets established in local planning documents.

Management Practices, Monitoring, and Potential Mitigation

No management practices, monitoring measures, or potential mitigation measures are warranted for land use based on the analysis presented in the Draft EIS.

Resource Areas and Summary of Potential Environmental Impacts

Land Use (continued)



Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Land Use	○	●	●	●	●	○

● Significant impact ● Less than significant impact ○ No impact

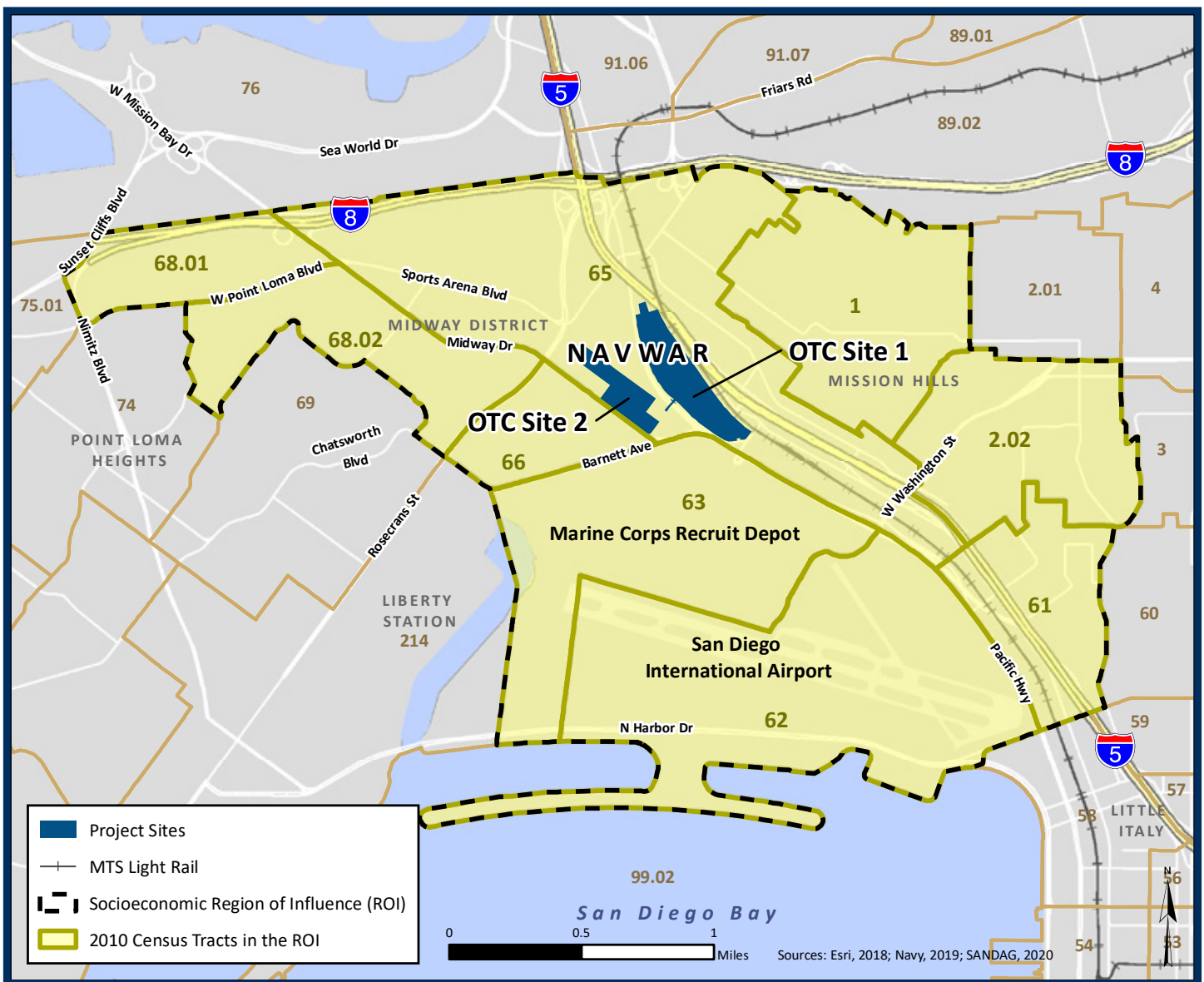
Note: Public-private development is inconsistent with the Midway-Pacific Highway Community Plan.

Resource Areas and Summary of Potential Environmental Impacts

Socioeconomics

Socioeconomics is the study of the relationship between economics and social behavior. The ROI for socioeconomics includes the areas of residence for the population that would be most affected by the Proposed Action.

The Navy completed a socioeconomic study (Appendix G) to identify both the current social and economic conditions in the project area. The study assessed how population and demographics, employment and income, housing, economic activity, and government revenue may be affected by the Proposed Action Alternatives.



Resource Areas and Summary of Potential Environmental Impacts

Socioeconomics (continued)

Environmental Consequences

- **Alternative 1** would result in the continuation of existing NAVWAR operations after Navy-only facilities would be consolidated and upgraded. There would be less than significant impacts to population, and employment/income from the creation of temporary construction jobs. There would be no impact to housing or economic activity.
- **Alternatives 2 through 5** would result in the continuation of NAVWAR operations and add additional uses to OTC (e.g., residential,

commercial). Potential impacts related to population increase, jobs created, San Diego Gross County Product, and state and local revenue estimations for these alternatives are presented below.

Management Practices, Monitoring, and Potential Mitigation

No management practices, monitoring, or potential mitigation measures were identified for socioeconomics based on the analysis, as effects are considered generally beneficial.

	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Population Increase After Build-Out	9,480	6,320	14,364	11,491
Jobs Created at Full Build-Out (2050 forward)	13,019	8,566	18,241	13,154
Housing Units – Built and Occupied (2050 forward)	5,267	3,511	7,980	6,384
Total GCP from Construction (2021 through 2049)*	\$3.5 billion	\$2.7 billion	\$4 billion	\$3.7 billion
Annual GCP from Residential and Commercial Operations (2050 forward)*	\$1.3 billion	\$886 million	\$1.9 billion	\$1.35 billion
Annual State and Local Government Revenue (2050 forward)*	\$108 million	\$71.5 million	\$154 million	\$114 million

*2020 dollars

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Population, Employment and Income, Economic Activity, Housing, and State and Local Government Revenue	◐	◐	◐	◐	◐	○

● Significant impact ◐ Less than significant impact ○ No impact

Note: *While the results in these areas would tend to be beneficial, they would not be significant in comparison to baseline levels.

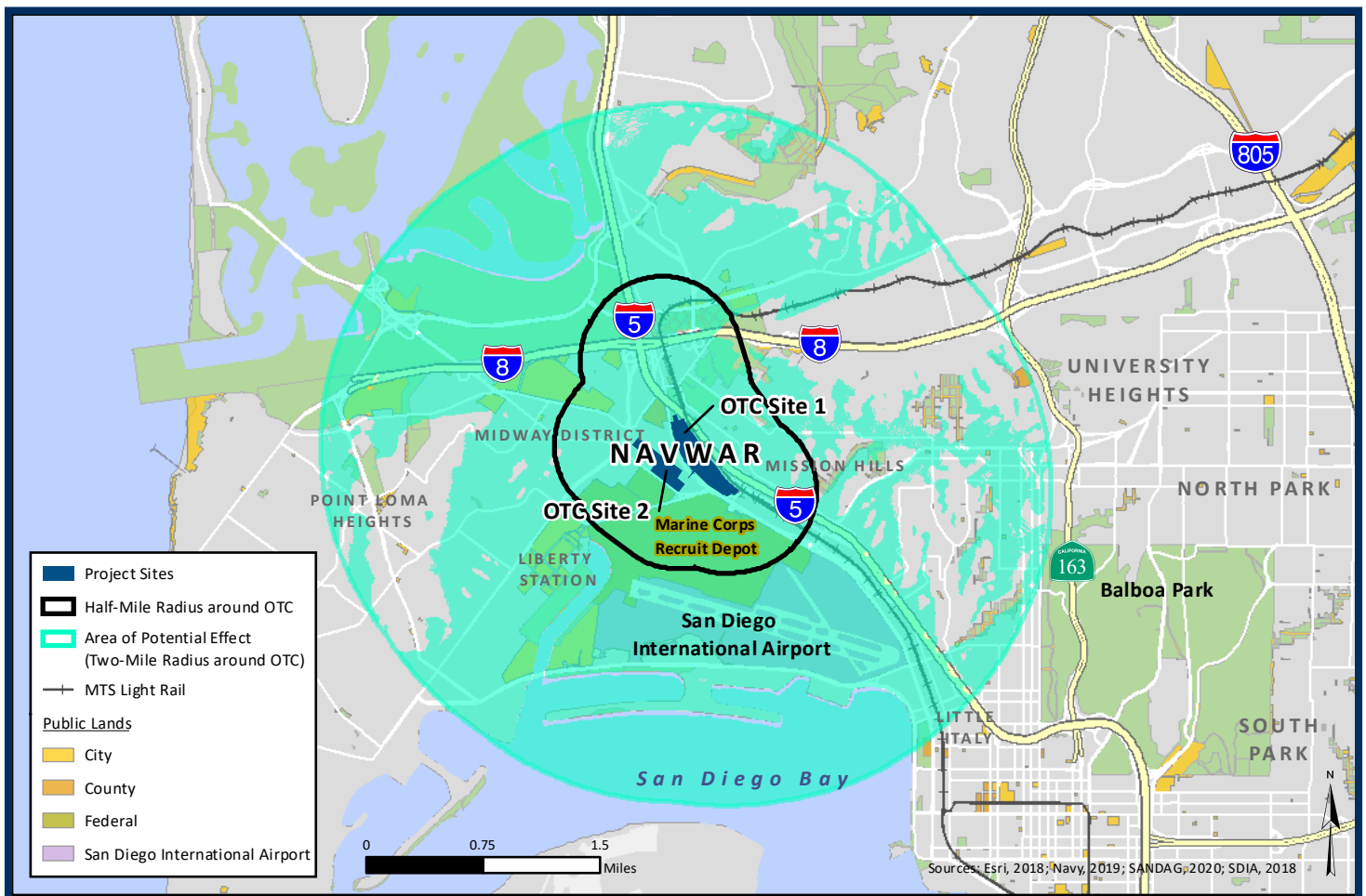
Resource Areas and Summary of Potential Environmental Impacts

Cultural Resources

The Navy analyzed effects to cultural resources including archeological resources, architectural resources, and traditional cultural properties (TCPs) and sacred sites. Archeological resources include any material remains of past human life or activity; architectural resources include buildings, structures, and objects, or districts of such resources; TCPs include historic properties associated with cultural practices and beliefs of a living community; and sacred sites are locations identified as sacred due to their established religious significance.

The area of potential effect (APE) for cultural resources includes OTC Site 1 and OTC Site 2, and an approximate 2-mile radius surrounding the project area. The APE was defined by potential effects to cultural resources that could occur from ground disturbance, vibrations from construction and operation, and visual and auditory intrusions.

The Navy conducted a cultural resource study of OTC. The study identified the “Consolidated Aircraft Plant 2 Historic District” on OTC as eligible for listing in the National Register of Historic Places (NRHP) because planes, orbiters, and missiles were designed and manufactured at the plant during World War II and the Cold War.



Resource Areas and Summary of Potential Environmental Impacts

Cultural Resources (continued)



Environmental Consequences

Alternatives 1 through 5 would require construction and demolition resulting in extensive physical damage to the Consolidated Aircraft Plant 2 Historic District and result in the loss of the district's NRHP eligibility.

Alternatives 2 through 5 would also result in contrasting visual elements that would be out of character with the local area, altering the setting of 19 historic properties located within a half-mile of OTC. Two of these 19 historic properties are National Historic Landmarks: Casa de Estudillo in Old Town and San Diego Presidio within Presidio Park.

Outside of these impacts, the Proposed Action Alternatives would not affect cultural resources:

- **Archaeological Resources:** In the project area, there are no identified archaeological sites and low potential for buried unrecorded archaeological resources.
- **Architectural Resources:** Proposed operations would have no impact on architectural resources, Proposed modification and/or demolition of the Consolidated Aircraft Plant 2 Historic District would render the district ineligible for the NRHP.
- **TCPs and Sacred Sites:** Based on previous consultation with the Kumeyaay, no known TCPs or sacred sites were identified in the Proposed Action area. However, the Native American Heritage Commission has indicated Native American cultural resources are in or within the vicinity of the project area. The Navy will continue consultation with federally recognized Tribes during this EIS process. The TCP impact analysis will be updated if additional information is provided before the release of the Final EIS.

Resource Areas and Summary of Potential Environmental Impacts

Cultural Resources *(continued)*

Management Practices, Monitoring, and Potential Mitigation

The Navy is consulting with the California State Historic Preservation Officer (SHPO) to minimize or mitigate adverse effects to historic properties following the process outlined in the Naval Base Point Loma Programmatic Agreement, which was developed with SHPO in 2014 to provide a framework for historic preservation compliance measures for projects or

routine actions that may be undertaken on properties managed by Naval Base Point Loma. The Navy will develop a Memorandum of Agreement (MOA) that proposes measures to mitigate adverse effects to all historic properties in consultation with SHPO and other interested parties. With implementation of the MOA, Alternatives 1 through 5 may result in less than significant impacts.

Potential Effects	Alternatives					
	1	2	3	4	5	No Action
Consolidated Aircraft Plant 2 Historic District	◐	◐	◐	◐	◐	◐
Historic properties outside OTC	◐	◐	◐	◐	◐	◐

● Significant impact ◐ Less than significant impact ○ No impact



Women Assembling an Airframe, One with a Rivet Gun, Courtesy of San Diego Air and Space Museum.



B-24 Aircraft Leading Edge Assembly at Plant 2 (January 24, 1942), Courtesy of San Diego Air and Space Museum.



B-24 Aircraft Workers Cheer as They Pose with the Last B-24 Produced in San Diego, Courtesy of San Diego Air and Space Museum.

Resource Areas and Summary of Potential Environmental Impacts

Hazardous Materials and Waste

In the Draft EIS, the Navy evaluated impacts related to hazardous materials and waste including site remediation. The ROI for hazardous materials and waste includes the OTC project area and the disposal and recycling facilities that would dispose of construction and demolition debris during construction and operation. Hazardous materials exposure risks were evaluated from the storage, use, handling, transportation, or disposal of hazardous materials, toxic substances, and hazardous wastes.



The Navy has a comprehensive program to comply with regulations for the safe handling of hazardous materials and waste. The ongoing remediation and closure of Installation Restoration sites is overseen by the California Department of Toxic Substances Control and the California Regional Water Quality Control Board. In this case, remediation refers to reversing or stopping environmental damage.

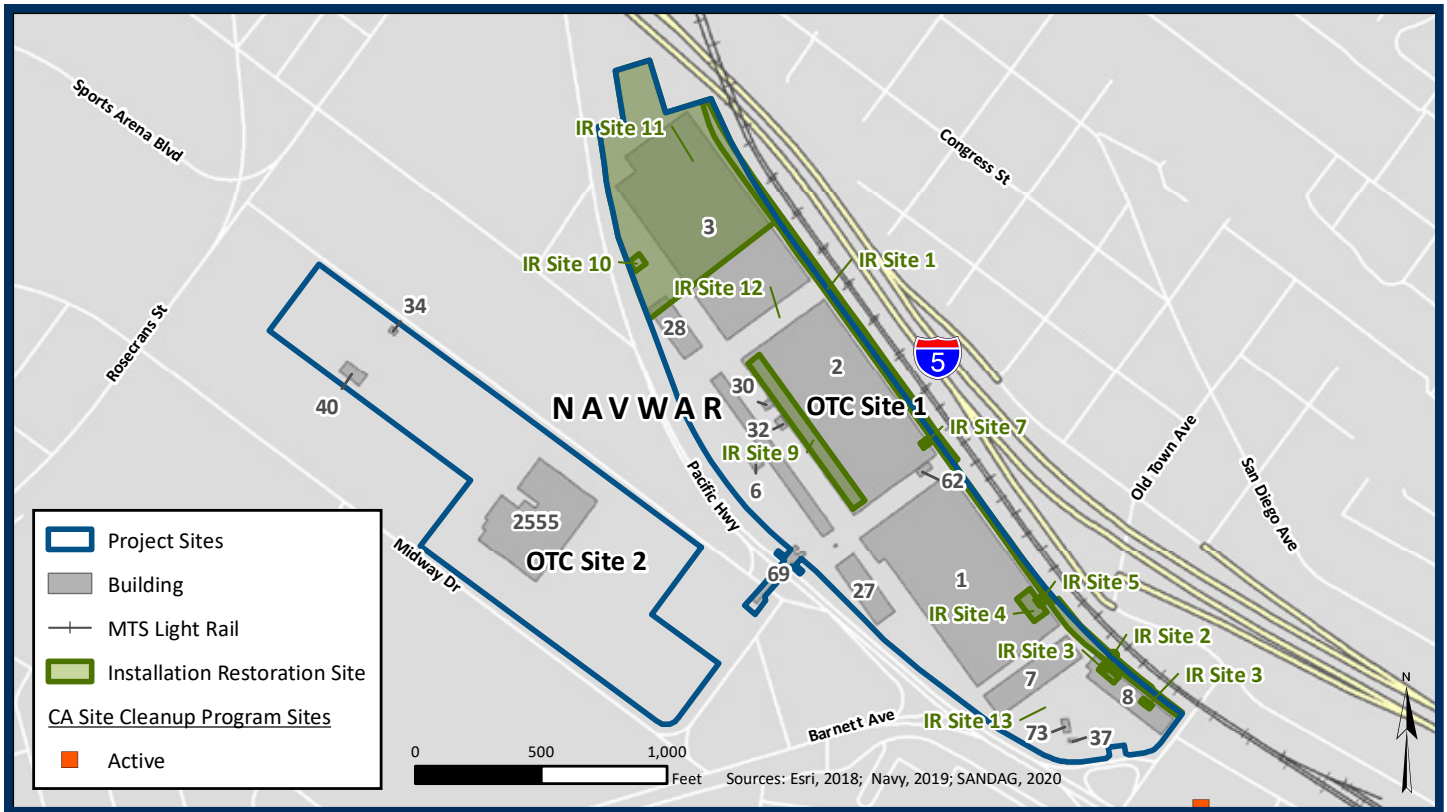
Environmental Consequences

The Naval Base Point Loma's current Installation Restoration (IR) Program manages 13 IR sites at OTC Site 1. Ten sites have completed investigations or are closed, one site is undergoing remediation, and two sites have investigations in progress. Alternatives 1 through 5 would result in less than significant impacts with respect to hazardous materials and waste due to various management actions and plans already in place, including:

- The Navy would continue to ensure the management of contaminated sites under its IR Program.
- Construction/renovation would use standard construction methods and would limit the use of hazardous materials to the extent possible
- Post-renovation, Navy hazardous materials management at OTC would be similar to current management practices.

Resource Areas and Summary of Potential Environmental Impacts

Hazardous Materials and Waste (continued)



Management Practices, Monitoring, and Potential Mitigation

Based on the analysis in the Draft EIS, potential mitigation measures are not warranted for hazardous materials and wastes management. However, the Navy would continue to implement management practices and monitoring measures to avoid and minimize potential hazardous materials and wastes impacts.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Handling of hazardous materials and wastes and special wastes (e.g., lead-based paint, asbestos-containing materials, and polychlorinated biphenyls)	●	●	●	●	●	●
Contaminated sites managed under the Navy's IR Program	●	●	●	●	●	●

● Significant impact ● Less than significant impact ○ No impact

IR = Installation Restoration

Resource Areas and Summary of Potential Environmental Impacts

Public Health and Safety

The public health and safety analysis focused on safety, well-being, and health of persons or communities during construction and operation of the Proposed Action Alternatives. During the construction phase, proximity to the construction zone could result in potential exposure to hazardous materials, construction traffic, noise, and air emissions. Post construction hazards may include environmental exposure or safety and security issues. The analysis considered all military personnel, civilians, and public working, living, or using the facilities within OTC, and the public occupying or inhabiting areas adjacent to OTC.

Environmental Consequences

- Public health and safety impacts would be less than significant under Alternative 1.
- Under Alternatives 2 through 5 impacts would be considered significant based on noise impacts from construction, particularly those within 200 feet of OTC, due to the 30-year construction duration.

Management Practices, Monitoring, and Potential Mitigation

Potential mitigation measures for noise are identified in Section 3.13 of the Draft EIS. Proposed management practices for public health and safety include (full list available in Section 3.8 of the EIS):

- Implementation of all applicable federal and state regulations for demolition and construction including construction safety best management practices and preparation of a construction site safety plan.
- Submitting proposed mixed-use development project plans for a “Crime Prevention Through Environmental Design Review” by the City of San Diego and San Diego Police Department.
- Consulting with Federal Aviation Administration (FAA) during the environmental review phase of the Proposed Action to gain approval of project design to ensure compatibility with local use of the National Airspace System and construction best management practices to discourage bird/wildlife aircraft strike hazards.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Public health and safety risks from air quality, airspace, electromagnetic radiation, geologic hazards, hazards materials and wastes, and security and force protection	◐	◐	◐	◐	◐	◐
Public health and safety risk from extended periods of construction noise	◐	●	●	●	●	○

● Significant impact ◐ Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Environmental Justice

Environmental justice refers to the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income. This is to ensure that no group of people bears a disproportionate share of any undesirable consequence resulting from industrial or government actions or policies.

The ROI for environmental justice is the same as for the socioeconomic resource area. The analysis for environmental justice focused on whether there would be impacts on the natural or physical environment (as indicated in the respective resource sections of the Draft EIS) that would result in disproportionately adverse human health or environmental effects on low-income or minority populations in the ROI.

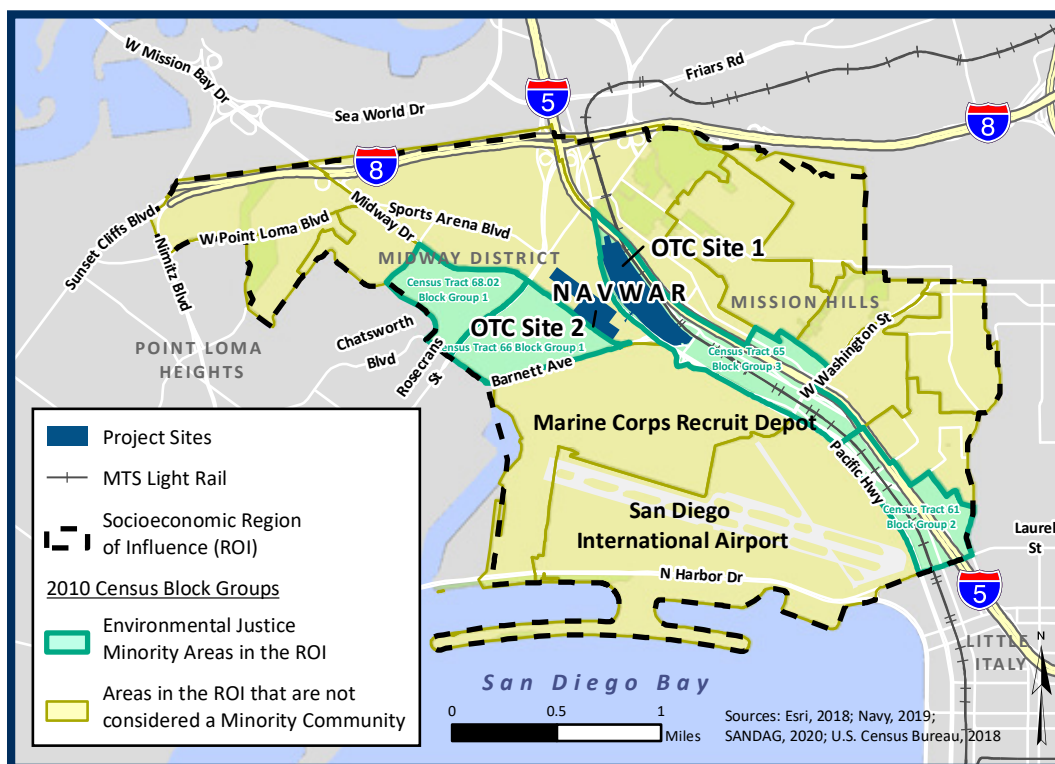
Environmental Consequences

Under the Proposed Action Alternatives, potential environmental justice impacts would be considered significant for the resources listed below, based on the following:

Transportation: Residents in the immediate vicinity of OTC were determined to comprise low-income or minority populations who would be disproportionately affected by increased traffic in the area as a result of all Proposed Action Alternatives.

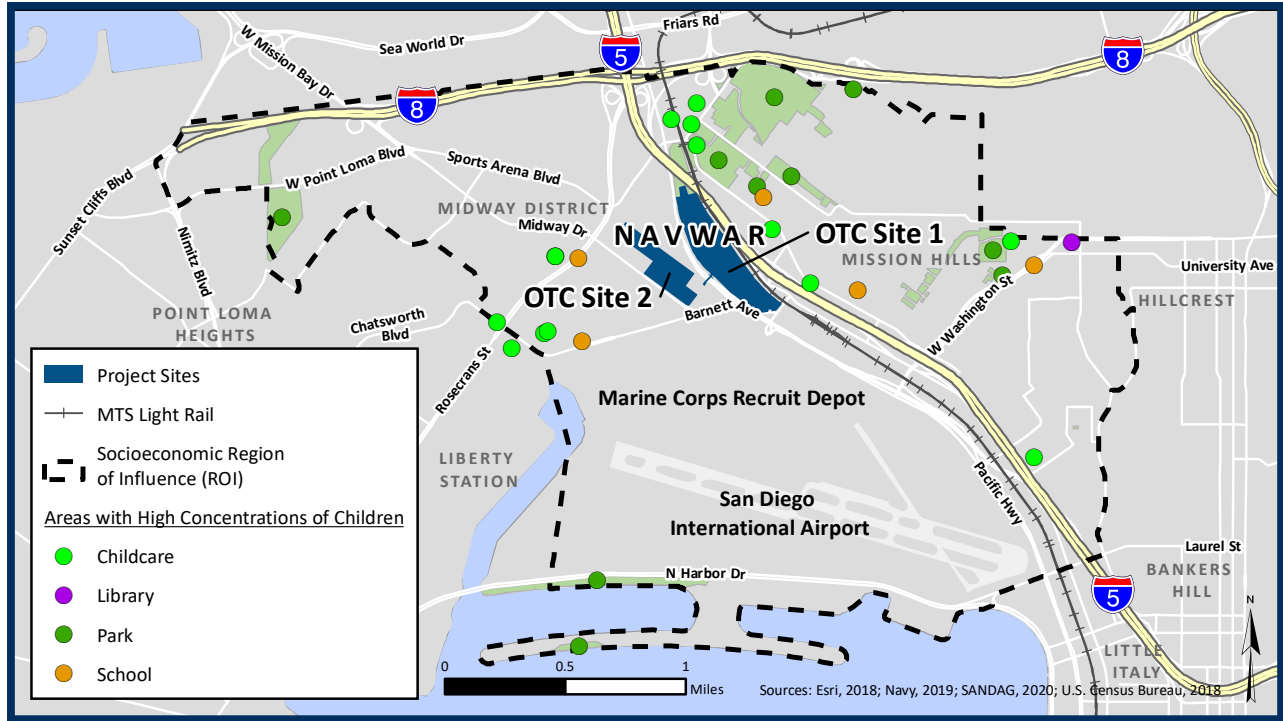
Cultural Resources: Many of the 19 historic properties within the area of potential effect surrounding OTC are associated with Hispanic culture pre-1900, and thus associated with minority populations. The mass, scale, and height, as well as the contrast of the new construction under Alternatives 2 through 5 would result in an alteration to the setting of these properties.

Protection of Children: Construction noise would have the potential to affect daycare centers, preschools, parks, and an elementary school but at levels less than harmful. Increased traffic in the project area would tend to increase health and safety risks associated with vehicles.



Resource Areas and Summary of Potential Environmental Impacts

Environmental Justice (continued)



Management Practices, Monitoring, and Potential Mitigation

Based on the analysis in the EIS, proposed management practices, potential monitoring measures, and potential mitigation measures are warranted for potential environmental justice impacts and located in their respective resource areas of the Draft EIS (i.e., transportation in Section 3.2, cultural in Section 3.6, and public health and safety in Section 3.8).

In addition, public outreach efforts would be conducted to ensure that low-income and minority residents are engaged.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Disproportionate impacts from air quality, visual resources, land use, socioeconomics, hazardous materials and waste, public health and safety, public services, infrastructure, geological resources, and water resources on low-income or minority populations in the ROI	◐	◐	◐	◐	◐	○
Adverse effects to historic properties related to Hispanic culture	◐	●	●	●	●	○
Disproportionate adverse effects from increased traffic in the ROI on low-income and minority populations	●	●	●	●	●	○
Disproportionate impacts to the protection of children from increased traffic	●	●	●	●	●	○

● Significant impact ◐ Less than significant impact ○ No impact

ROI = Region of Influence

Resource Areas and Summary of Potential Environmental Impacts

Public Services

Public services are the government-provided and tax-funded services that are intended to benefit all citizens of a community. The ROI for public services is the same as for the socioeconomics resource area and services analyzed include public schools, police, fire and rescue, libraries, and parkland. In the Draft EIS, the Navy assessed current public service conditions and quantified anticipated increases in demand associated with full build-out of public-private development alternatives (Alternatives 2 through 5).

Environmental Consequences

Construction and operations associated with **Alternative 1** would not result in a permanent population increase and would therefore have a less than significant impact on public services.

For **Alternatives 2 through 5**, each resource area was evaluated to determine the impacts of increased population based on full build-out projections. Although the exact project structure and development is not yet known, it is anticipated that tax revenue and developer fees resulting from the mixed use development included under Alternatives 2 through 5 would be available to fund necessary increases in public services, and thus impacts to public schools, police, fire and rescue, and libraries would be less than significant. It is anticipated that development could meet parkland requirements through a combination of on-site parks and contribution to acquisition and development of parkland elsewhere within the community.

The table below illustrates the resources that would be needed under each service type to maintain current service ratios under full build-out.

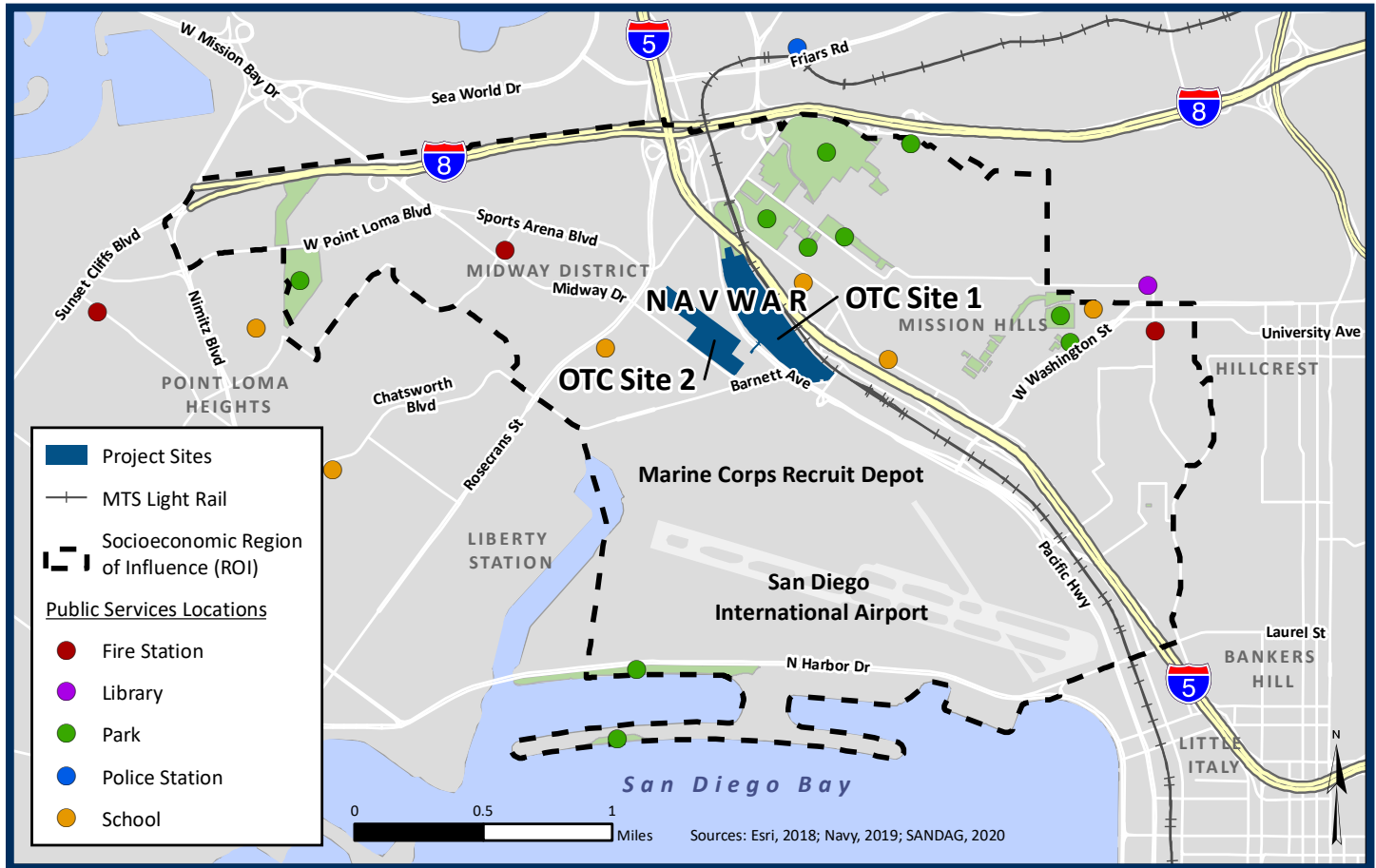
Public Service	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Public Schools: New kindergarden-12th grade teachers	24	16	37	29
Police: New officers	7	5	11	9
Fire/Emergency Rescue: New personnel	6	4	9	7
Libraries: New personnel	3	1	5	4
Parks: Acres of parkland	8.5	17.7	22.2	13.6

Resource Areas and Summary of Potential Environmental Impacts

Public Services (continued)

Management Practices, Monitoring, and Potential Mitigation

The Draft EIS does not identify any specific management practices, potential monitoring, or potential mitigation measures for public services. However, the San Diego Police Department has recommended that the Navy work with the City departments to conduct a “Crime Prevention Through Administrative Design Review” to ensure that response times are not substantially affected by the new development.



Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Public schools	●	●	●	●	●	○
Police	●	●	●	●	●	○
Fire-rescue services	●	●	●	●	●	○
Libraries	●	●	●	●	●	○
Parks	●	●	●	●	●	○

● Significant impact ● Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Infrastructure

In the Draft EIS, infrastructure refers to potable water supply and sewer and wastewater collection and distribution systems, solid waste management facilities, stormwater collection systems, electricity, natural gas, and telecommunications. The ROI for infrastructure includes OTC Site 1, OTC Site 2, the immediate surrounding area, and a larger area encompassing existing and planned capacities of distribution infrastructure. The Navy analyzed the effects of the Proposed Action Alternatives on public utilities and infrastructure.

Environmental Consequences

Construction and operations associated with **Alternative 1** would not result in a change to utility demand from current NAVWAR operations and would therefore have a less than significant impact on public utilities and infrastructure.

Construction and operation under **Alternatives 2 through 5** would have less than significant impacts to the various elements considered under public utilities and infrastructure, as described in the table on the following page. However, the San Diego Public Utilities Department may require a Water Supply Assessment due to the proposed densities of mixed use development. Results of the assessment could recommend infrastructure updates.

Management Practices, Monitoring, and Potential Mitigation

Proposed management practices include conducting a Water Supply Assessment in collaboration with the San Diego Public Utilities Department to ensure procurement and design of the potable water supply system meets capacity demand.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Water and wastewater service capacity and infrastructure	●	●	●	●	●	●
Stormwater service capacity and infrastructure	●	●	●	●	●	●
Municipal solid waste service capacity	●	●	●	●	●	●
Electrical and natural gas service capacity and infrastructure	●	●	●	●	●	●
Telecommunications service capacity and infrastructure	●	●	●	●	●	●

● Significant impact ● Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Infrastructure (continued)

Element	Potential Impacts
Water	<p>The number of NAVWAR personnel under operations would be similar to current levels. The mixed use development would increase water utilities demand, which could represent up to 1.2 percent of total current supply and 0.9 percent of future water supply under Alternative 4 (the highest-density alternative).</p> <p>The demand on public water supplies is within public infrastructure service capacity.</p>
Wastewater	<p>Construction activities would not require the use of public water supplies and ongoing NAVWAR operations during construction would not require increased use of the sewer system and wastewater utilities. The Point Loma Wastewater Treatment Plant has sufficient capacity to handle the operational flows that would be generated.</p>
Stormwater	<p>Construction would occur in conformance with the Naval Base Point Loma Stormwater Pollution Prevention Plan, including the use of best management practices to manage stormwater. Modification to stormwater infrastructure outside of OTC would not be necessary based on anticipated operational stormwater flows, which would remain similar to current conditions.</p>
Electricity and Natural Gas	<p>Electrical power needs related to construction would be met through the electrical grid or through portable diesel generators. Natural gas or propane needs during construction could be met with portable tanks. San Diego Gas and Electric Company (SDG&E) has the capacity to serve the increased operational electric and natural gas demand over current service levels. Alternative 4 would have the highest increased demand for both electricity (2 percent) and natural gas (0.3 percent). SDG&E would evaluate system power loads and natural gas demand to determine if upgrades to electric and natural gas supply would be needed.</p>
Solid Waste	<p>Alternative 4 would generate the highest amount of solid waste¹, representing about 2.9 percent of the average annual solid waste accepted by Miramar Landfill (the only active municipal landfill in the City of San Diego). Local landfills have the capacity to accept the anticipated construction and operational solid wastes generated.</p>
Communications	<p>Construction activities would not affect public communications infrastructure. On-site configurations could be altered or newly installed, but on-site communications would continue to be serviced from existing feeds located along Pacific Highway.</p>

Note: ¹ In order to evaluate the maximum amount of waste that could be generated in a single year, the combined total for all construction, demolition, and operational wastes at full build-out were assumed to be transferred to the landfill in a single year. However, the actual construction period would occur over several years.

Resource Areas and Summary of Potential Environmental Impacts

Airspace

Airspace resources include the airspace at or above the minimum altitudes needed for the takeoff and landing of aircraft. The FAA administers airspace to ensure the safety of aircraft and efficient use of the National Airspace System. To prevent development incompatible with flight safety and operations, FAA review is required for certain construction projects to determine if there would be any permanent or temporary impacts to navigable airspace. The location of OTC in proximity to the San Diego International Airport and Naval Air Station North Island requires an analysis of vertical obstructions to airspace.

- The Navy is currently coordinating with FAA in accordance with notification requirements set by Federal Regulation Title 14 Part 77 (14 CFR Part 77) to ensure proposed building heights associated with the Proposed Action Alternatives are compatible with FAA’s airspace and approved through an FAA review process.
- The Navy would continue coordination with the FAA during site planning to ensure proposed building heights associated with the Proposed Action Alternatives do not conflict with the approach clearance surface at Naval Air Station North Island, and the Terminal Instrument Procedures at the San Diego International Airport.

Environmental Consequences

Alternative 1 would not result in any impacts to airspace, as the building heights would not change from existing conditions.

Under Alternatives 2 through 5, potential airspace impacts would be expected to be less than significant based on the following factors:

Management Practices, Monitoring, and Potential Mitigation

No management practices, monitoring measures, or potential mitigation measures are warranted for airspace based on the analysis presented in the Draft EIS.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Flight operations from San Diego International Airport and Naval Air Station North Island	◐	◐	◐	◐	◐	○

● Significant impact ◐ Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Noise

The Draft EIS analyzed the existing conditions and potential project-related noise impacts related to the Proposed Action Alternatives. Potential noise impacts to wildlife and other biological resources are discussed in Section 3.15 of the Draft EIS. Although continuous and extended exposure to high noise levels (e.g., through occupational exposure) can cause hearing loss, the principal human response to noise is annoyance.

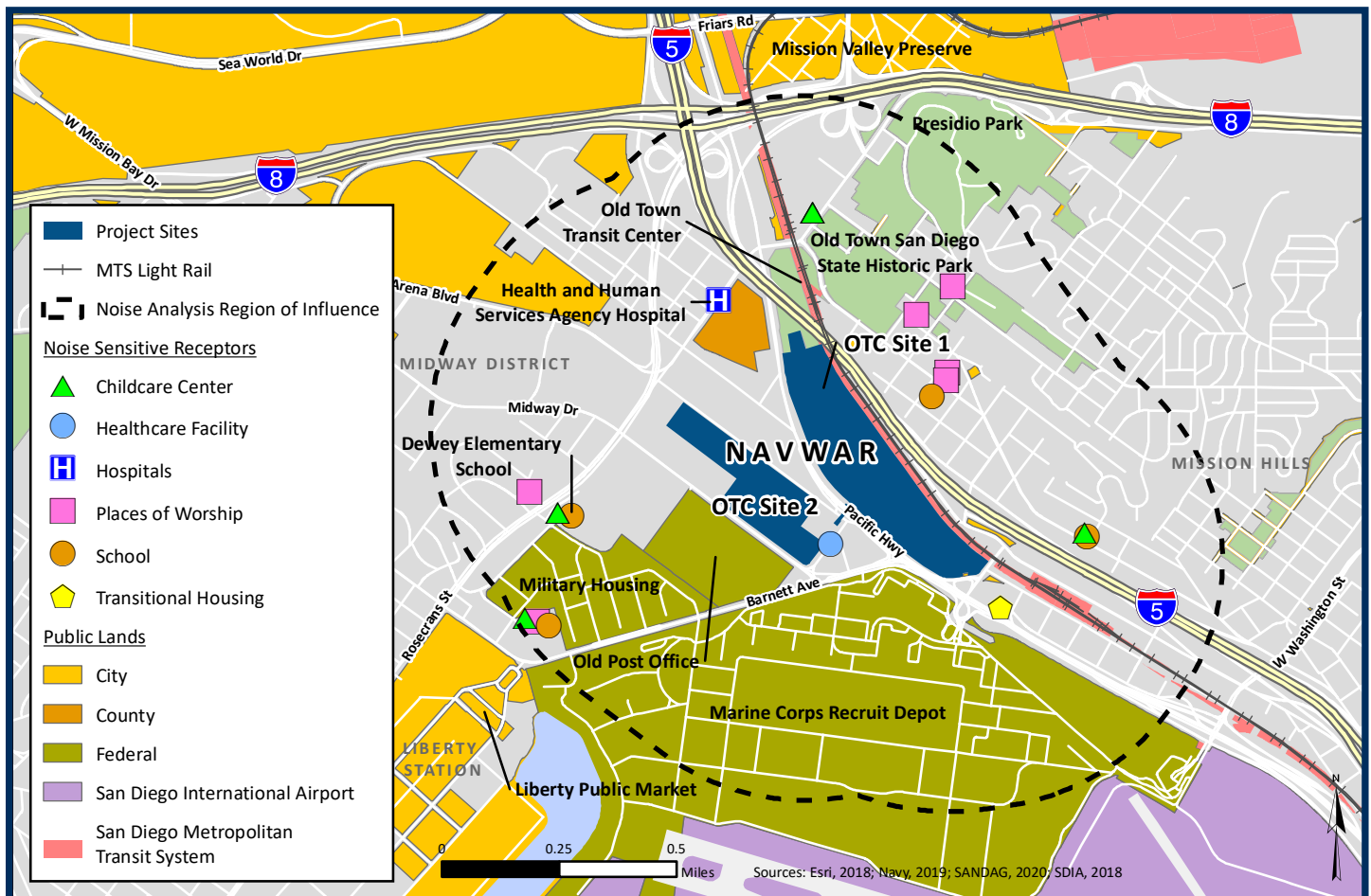
The ROI analyzed for noise impacts was the area encompassing 0.5 miles around OTC because noise levels from construction activities would dissipate to

ambient levels within this distance. Factors considered in evaluating the potential for noise impacts include the intensity of noise and context or environment in which it would occur.

Noise is defined as unwanted sound that disrupts normal activities.

Levels of sensitivity will vary between individuals.

Perception of noise can be exacerbated by the intensity, frequency, or duration of noise.



Resource Areas and Summary of Potential Environmental Impacts

Noise (continued)

Environmental Consequences

Alternative 1 would result in less than significant impacts from noise on the surrounding environment due to the following factors:

- Aircraft activity at San Diego International Airport and traffic along Interstate 5 would continue to dominate the noise environment within the ROI.
- Noise associated with construction, repair, renovation, and/or demolition would be temporary.
- Operations would not generate noise beyond existing conditions.

Alternatives 2 through 5 would result in significant noise impacts due to:

- Construction noise experienced at sensitive receptors (e.g., schools, healthcare facilities, housing), particularly those within 200 feet, given the long construction timeframe for full build-out.
- Noise from traffic on nearby city streets would remain a major contributor in the area; however, long-term increases of traffic volume related to the

mixed use development on OTC would result in increased noise up to 3 decibels (dB) Community Noise Equivalent Level experienced at nearby locations. This would be considered a significant increase, although resulting noise levels would be consistent with the San Diego General Plan.

Management Practices, Monitoring, and Potential Mitigation

Based on the analysis in the Draft EIS, potential management practices and monitoring measures are not warranted for noise. However, potential mitigation for noise could include:

- Following all city ordinances on construction hours.
- Ensuring appropriate noise reducing equipment (i.e., mufflers) are functioning properly.
- Designing noise sensitive facilities (e.g., residential units) to meet city-specified interior noise level targets.
- Not locating residential units within the 75 dB CNEL traffic noise contours.

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Noise levels generated during construction	◐	●	●	●	●	○
Noise levels generated during operation	◐	◐	◐	◐	◐	○

● Significant impact ◐ Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Geology

The Draft EIS assessed topography, geology, soils, and geologic hazards. The ROI for the analysis of geological resources includes OTC and the surrounding area.

OTC is located within the relatively level coastal plain north of the San Diego Bay in an area of artificial fill that formerly consisted of tidal mudflats and alluvial. The project area is seismically active region where geologic hazards associated with fault activity include surface fault rupture, strong ground motion or shaking, and liquefaction (i.e., where the soil shakes until it is unstable). The active Rose Canyon Fault Zone runs adjacent to OTC and is considered by San Diego County to be the most significant seismic hazard to the entire coastal Metropolitan region of San Diego. In addition, the Spanish Bight Fault may connect with northern segments of the Rose Canyon Fault Zone along an alignment that could transect OTC. The presence of active faults at OTC would be determined through a Faulting, Seismicity, and Geologic Hazards Investigation conducted during the development planning phase.

Environmental Consequences

The No Action Alternative could result in significant impacts from geologic hazards as operations at OTC would continue in the existing buildings without significant renovations and the buildings would not be updated with required facility seismic upgrades or replaced with buildings meeting modern seismic safety standards.

Under Alternatives 1 through 5 there would be less than significant impacts to geological resources due to:

- Minimal alteration of existing topography and construction occurring on previously developed surfaces.
- Using best management practices in accordance with a project-specific construction stormwater pollution prevention plan and in compliance with the Construction General Permit for appropriate erosion control.
- Monitoring and maintaining erosion and sedimentation controls during construction and for 12 months thereafter to ensure stabilization of the site.
- Implementing site-specific seismic engineering and design standards to minimize impacts from potential seismic activity, and subsequent effects such as liquefaction at OTC.

Management Practices, Monitoring, and Potential Mitigation

Based on the analysis in the Draft EIS, potential mitigation measures are not warranted for geological resources. However, the Navy would implement the following management practices to avoid and minimize potential impacts:

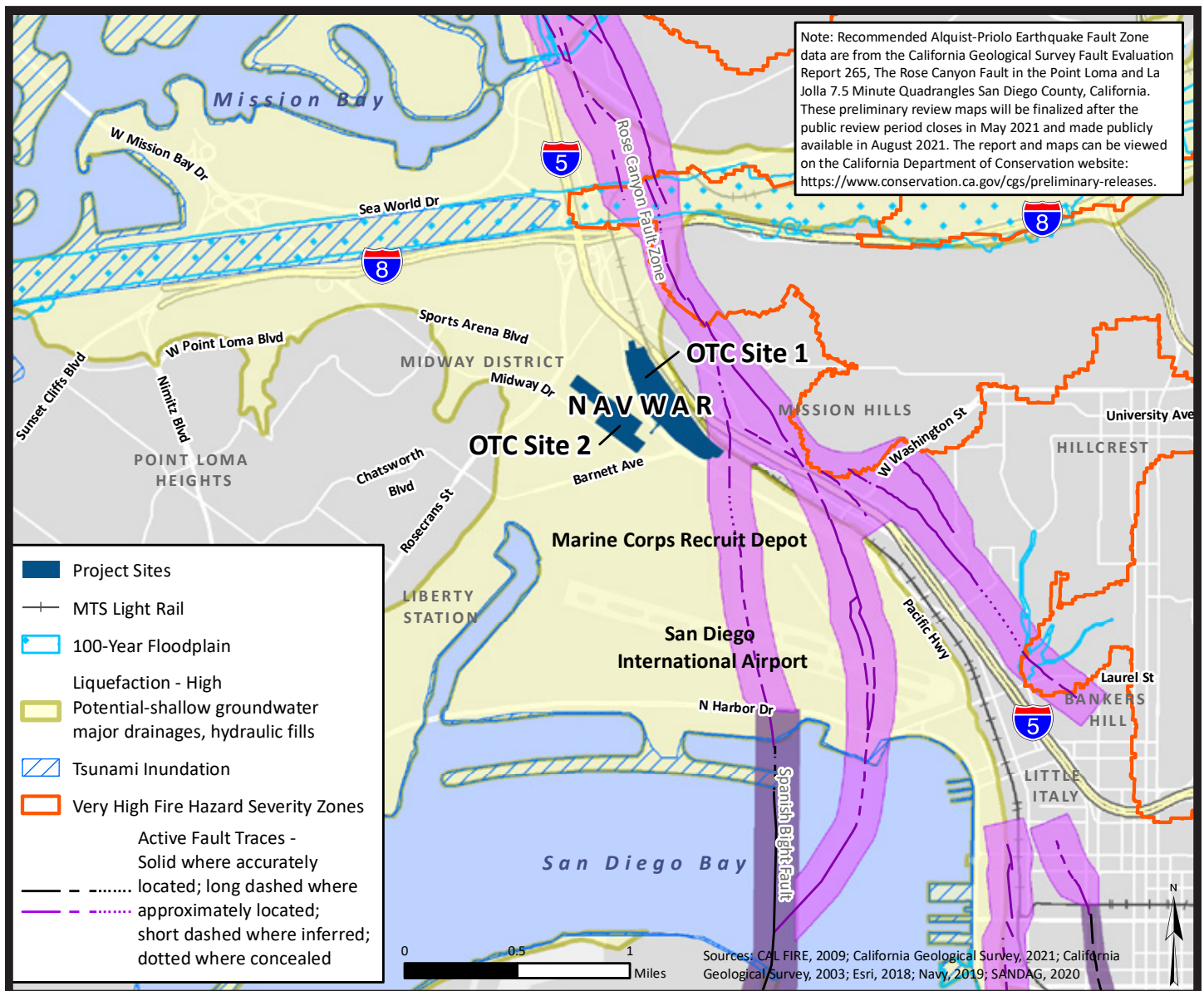
- Conducting a Faulting, Seismicity, and Geologic Hazards Investigation during the planning phase, and if an active fault is identified during this process, a Fault Surface Rupture Displacement Hazard Investigation and a Geotechnical, Geologic, and Seismic Hazards Impacts Investigation would be prepared to further inform the design of

Resource Areas and Summary of Potential Environmental Impacts

Geology (continued)

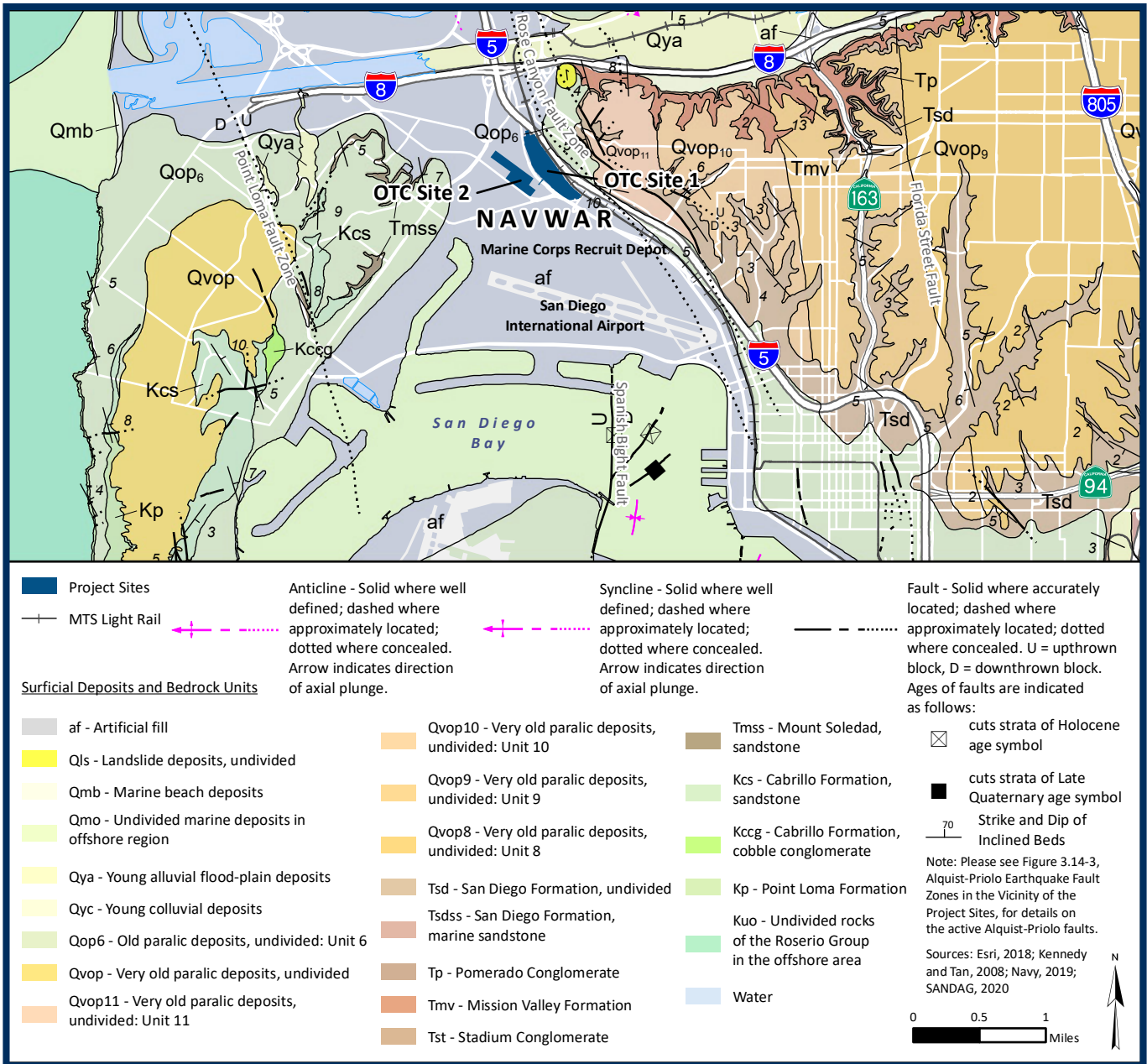
the project. New construction would adhere to required setbacks from any active fault identified during the geotechnical investigation.

- Conducting a subsurface geotechnical investigation and fault hazard investigation to determine soil properties and seismic and liquefaction hazards for the project site.
- Designing new structures to comply with applicable modern seismic design criteria. If needed, measures identified in the geotechnical investigation would be implemented to minimize impacts associated with specific hazards.
- Implementation of standard engineering measures, including implementation of a project-specific stormwater pollution prevention plan with associated best management practices and monitoring measures to minimize erosion and stabilize soils.



Resource Areas and Summary of Potential Environmental Impacts

Geology (continued)



Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Alteration of existing topography	●	●	●	●	●	○
On-site soil erosion	●	●	●	●	●	○
Risk from geologic hazards (e.g., earthquakes)	●	●	●	●	●	●

● Significant impact ● Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

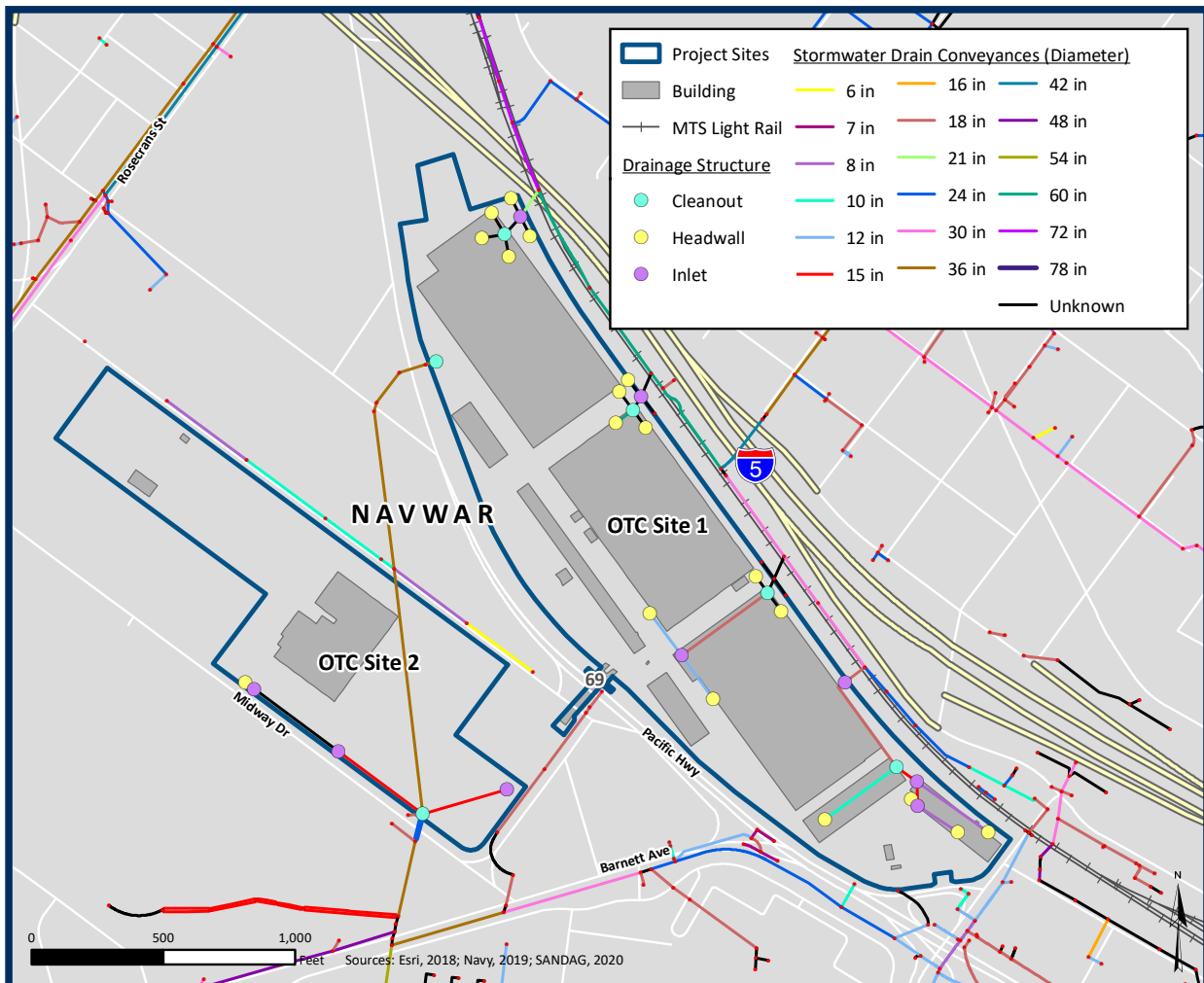
Water Resources

The Draft EIS assessed water resources including groundwater, surface water, and floodplains. The ROI for water resources consists of OTC, as well as the lower portion of the San Diego River and a portion of San Diego Bay referred to as the Naval Training Center Boat Channel that represent receiving waters for stormwater runoff discharges from OTC Site 1 and OTC Site 2, respectively. OTC is not within a flood prone area or a tsunami inundation zone. The Navy analyzed effects of the Proposed Action Alternatives on impervious surfaces, alterations to drainage patterns, surface water quality, and water quality standards from both construction and operation.

Environmental Consequences

Construction and operation of Alternatives 1 through 5 would not result in degradation of surface water quality, violations of water quality standards, or on-site or off-site flooding. Potential impacts on water quality would be less than significant due to:

- About 95 percent of OTC is covered with impermeable surfaces and the total amount of impermeable surfaces would be similar under the Proposed Action Alternatives. Groundwater is not a source of potable water at OTC, and there are no known drinking water wells within a one-mile radius of OTC. The Proposed Action Alternatives



Resource Areas and Summary of Potential Environmental Impacts

Water Resources *(continued)*

would not extract groundwater, with the possible exception of localized dewatering during construction.

- No surface water features, such as creeks or streams, exist within OTC and the only surface water consists of intermittent rainfall runoff. The Proposed Action Alternatives would not affect stormwater volumes, stormwater quality, or receiving water quality.
- Under the Proposed Action Alternatives, there would not be substantial changes to stormwater runoff volumes or drainage patterns that would require construction of new stormwater runoff drainage facilities, other than those needed to comply with Navy building standards (e.g., low impact development).

proposed management practices to avoid and minimize potential impacts on water quality, as described in Section 3.15 of the Draft EIS.

- Before demolition or construction at OTC, the Navy would establish compliance with the planning requirements contained in the Construction General Permit. The construction contractor would prepare and implement a construction stormwater pollution prevention plan. If construction dewatering is required, the Navy would obtain a separate Waste Discharge Requirement permit for handling the dewatering effluent.
- During project construction, the Navy would implement/install all low impact development measures required to comply with Navy building standards.
- Following construction and prior to project operations, the Navy would obtain an amended stormwater permit and update the stormwater pollution prevention plan to reflect changes in site layout, operations, and risk levels.

Management Practices, Monitoring, and Potential Mitigation

Based on the analysis in the Draft EIS, potential mitigation measures are not warranted for water resources. However, the Navy would implement

Potential Impacts	Alternatives					
	1	2	3	4	5	No Action
Changes to stormwater runoff volumes or drainage patterns	●	●	●	●	●	○
Construction of new stormwater runoff drainage facilities	●	●	●	●	●	○
Degrade surface water quality	●	●	●	●	●	○
Violate water quality standards	●	●	●	●	●	○

● Significant impact ● Less than significant impact ○ No impact

Resource Areas and Summary of Potential Environmental Impacts

Biological Resources

The Draft EIS assessed plant and animal species and the habitats within which they occur. The ROI for evaluation of impacts to biological resources in the Draft EIS includes the footprints of OTC Site 1 and OTC Site 2 and other land area in the immediate vicinity of OTC that may potentially be affected by the project (e.g., from noise or lighting). The ROI does not include any marine habitat because the analysis in the Water Resources section of the Draft EIS (Section 3.15) found that less than significant impacts would result from potential runoff from OTC to San Diego River or San Diego Bay.

Environmental Consequences

Potential impacts to biological resources associated with construction and operation would include increased noise, human presence, and night-lighting; increased risk of collision for birds from buildings and structures; and potential impacts on roosting bats and nesting birds should they be present during demolition. Under the Proposed Action Alternatives, there would be less than significant impacts to biological resources due to the following factors:

- No natural or naturalized wildlife habitat, or federally threatened or endangered species or suitable habitat are known to occur within OTC or the surrounding area.
- OTC is already highly developed and urbanized. During potential construction and operation, wildlife species that may transit the area would continue to largely avoid the project area.

Management Practices, Monitoring, and Potential Mitigation

The Navy would implement the following management practices to avoid and minimize potential impacts to biological resources:

- If any bats are detected during the pre-demolition or renovation survey by a qualified biologist, they would be passively excluded (prevented from returning once they have exited the building for evening foraging) before construction activities begin.
- Prior to any construction or demolition during the breeding season (February 14 to August 31), a survey by a qualified biologist for resident and migratory nesting birds (including building-nesting species) would occur within a 500-foot radius of the activity area. If nests are detected, 250-foot no-activity buffers would be established around nests and buffers would be maintained until the young fledge or the nests become inactive.

New buildings and structures would incorporate a bird-friendly design to reduce and prevent birds from colliding into buildings.

Potential Impacts	Alternatives 1-5 or No Action
Natural wildlife habitat impacts	○
Mammal and bird species impacts	◐
Federally-listed wildlife species or California bird species impacts	○

● Significant impact ◐ Less than significant impact ○ No impact

Public Involvement

Council on Environmental Quality regulations direct agencies to involve the public in preparing and implementing their NEPA procedures. Input from the public, agencies, and tribes allows decision makers to benefit from the local knowledge and consider the concerns of the community.

Notice of Intent and Public Scoping Period

Scoping is an early and open public process for developing the scope of resources to be addressed in an EIS and for identifying alternatives to a proposed action. The Navy requested public input early to ensure public, agency, and tribal concerns were considered and appropriately addressed in the EIS.

- **January 24, 2020 – Notice of Intent to Prepare an EIS and Announce Public Scoping Meetings**

The publication of this notice in the Federal Register (85 Federal Register 4309) announced the Navy's intent to prepare an EIS and the dates, times, and locations of public scoping meetings. Notices announcing and the public scoping meeting details were published in five newspapers: *The San Diego Union Tribune*, *Peninsula Beacon*, *Uptown News*, *Presidio Sentinel*, and *El Latino* (a Spanish-language newspaper), and on the project website: www.NAVWAR-revitalization.com.

- **January 24, 2020 through February 24, 2020 – Scoping Comment Period**

The Navy solicited public and agency comments during scoping and hosted scoping meetings on February 13, 2020 and February 19, 2020 at the Liberty Station Conference Center. During the public scoping comment period, the Navy received 125 comments. Public comments were received through a project website, in writing at the public scoping meetings, by postal mail, verbally at the

Public input is an essential part of the EIS process. The Navy reviewed all scoping comments and used them in the preparation of this EIS.



public scoping meetings via a court reporter, and via email. The Navy reviewed all scoping comments and used them in the preparation of this Draft EIS. A summary of the public scoping process and a summary of public comments is included in Appendix N of the Draft EIS.

Public Involvement

Draft EIS Public Review and Comment Period

The Draft EIS public review and comment period allows the public to review the draft document and provide further comment for consideration in the development of the Final EIS.

- **May 14, 2021 – Notice of Availability of the Draft EIS**

The publication of this notice in the Federal Register initiated a 60-day public and agency review and comment period. The public comment period runs from May 14, 2021 to July 13, 2021. To ensure the widest possible distribution, the Navy distributed the NOA to government agencies, American Indian tribes, local libraries, and all stakeholders from the EIS mailing list, including members of the public. The Notice of Availability was published in the same five newspapers as the Notice of Intent. The Draft EIS was also posted on the project website: www.NAVWAR-revitalization.com. Comments received during the Draft EIS public comment period will be considered during preparation of the Final EIS.

The Navy continues to conduct public outreach to educate, inform, and enable public participation in the Navy’s planning efforts. Outreach includes: updating the project website, providing a project information hotline for questions, providing a summary of public input received during scoping, holding virtual public meetings, providing briefings

The Navy is conducting public outreach to educate, inform, and enable public participation. The Navy is also regularly communicating with agency stakeholders during preparation of this EIS.



to community groups, and regularly interacting with the media to make project information readily available to the public.

National Historic Preservation Act Consultation

In addition to regular communication with agency stakeholders during preparation of this Draft EIS, the Navy is also consulting with the SHPO and Tribal Historic Preservation Officers under Section 106 of the National Historic Preservation Act for potential effects to properties eligible for listing on the National Register of Historic Places.



