

marine resources. Under this contingency, the total of beach quality materials would be deposited at nine sites, both nearshore and on the beach. The exact disposal quantities and locations are subject to approval and permitting by the COE.

A 13.4 acre bay fill area will be constructed to provide adequate land space for carrier maintenance and support functions that need access, laydown, or staging room. This area will also accommodate a boatyard, a cleared security area, requisite fire lanes, and sufficient space for pier crane operations including the movement of towed aircraft to and from the carrier. A carrier wharf adjacent to the bay fill area will be constructed to provide the necessary berthing spaces and onshore support facilities, including electrical power, steam, water, sewage, and oily waste offloading. A 14 acre near-shore site for eelgrass mitigation will be dredged between the low tide line and - 5 feet MLLW along the western shore at NASNI.

Three propulsion plant maintenance facilities will be constructed to provide depot-level maintenance of CVN propulsion plant systems and components in the San Diego area. These facilities are: (1) The Controlled Industrial Facility which will be used for the inspection, modification and repair of radiologically controlled equipment and components associated with naval nuclear propulsion plants; (2) The Ship Maintenance Facility which will house the machine tools, industrial processes, and work functions necessary to perform nonradiological depot-level maintenance on CVN propulsion plants; and (3) The Maintenance Support Facility which will house the central area for receiving, inspecting, shipping, and storing materials, and for personnel support spaces. Construction of these three facilities will involve demolition of two historic seaplane hangars.

Impacts to water quality, air quality, benthic organisms, marine and natural resources will briefly occur during dredging and disposal activities and construction of the shore facilities. These impacts, however, are not considered significant within the context of the project location and with implementation of specific mitigation measures described herein.

While the environmental analysis conducted during the EIS process concluded that there would be no significant impacts associated with this project, several topics of concern were identified, including traffic congestion, dredging, and dredge material disposal.

In accordance with the Clean Air Act and General Conformity Rule requirements, an air quality review has been conducted for the proposed projects. It has been determined that the proposed action is in compliance with 40 CFR Part 63 (Determining conformity of General Federal Actions to State or Federal Implementation Plans) and satisfies the requirement of Section 176(c) of the Clean Air Act (42 USC 7506). Accordingly, the proposed action conforms to the state implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of those standards.

Section 404 of the Federal Water Pollution Control Act (FWPCA) requires authorization from the COE for the discharge of dredged material into the waters of the United States. Section 404 regulations prohibit the use of any disposal site in open water when its use would result in adverse effects on water quality, shellfish beds, fisheries and wildlife, or recreational areas. The Navy has determined that the proposed dredging would not have significant impacts and has applied for a Section 404 permit for this project.

Section 401 of the FWPCA requires that any party proposing to engage in an activity which may affect water quality must obtain state water quality certification. Certification will not be granted unless it has been determined that the proposed activity will not violate state water quality standards. The Navy has applied for a Section 401 permit from the California Regional Water Quality Control Board.

In accordance with the Coastal Zone Management Act, the Navy has requested and received concurrence with its determination of coastal zone consistency for the CVN homeporting project from the California Coastal Commission.

Pursuant to Executive Order 12898 on Environmental Justice, potential environmental and economic impacts on minority and low-income persons and communities were assessed. Any impacts caused by the CVN homeporting project will be experienced equally by all groups within the overall regional population. Because no long-term negative environmental impacts are expected from the proposed action, no particular minority or low income segment of the population would be disproportionately affected. There is not anticipated to be any likelihood for minority or low income individuals to be subjected to adverse environmental or health risks.

In accordance with the National Historic Preservation Act, the Navy has signed a Memorandum of Agreement which stipulates the mitigation required for the demolition of two seaplane hangars.

The Navy has also concluded that there are no historic properties at the dredge or disposal sites.

#### Comments Received on the FEIS

Ten comment letters were received following publication of the FEIS. Several of these letters contained substantive comments which are addressed below. Others reiterated comments which were previously submitted and which have been addressed in the FEIS, or which were beyond the scope of this EIS.

The U.S. Environmental Protection Agency responded supporting the project, concluding that the Navy had been responsive to the Agency's concerns.

The U.S. Fish and Wildlife Service (FWS) responded concurring with the analysis contained in the EIS and with the mitigation plan established for the burrowing owl.

The City of Coronado expressed support for homeporting the CVN addressed in this project, however the City is concerned about the impact on Coronado of all Navy projects in the area. The City requests the Navy agree to take action on several measures the City believes would ease the impacts of Navy-related projects in the area. The Navy has met with City representatives and has found significant areas of cooperation and agreement, including the following specific actions:

- Use of an existing parking lot on NAS North Island property for use by Navy members and government employees whose automobiles do not meet criteria for general access to the base. This lot is intended to reduce parking congestion on city streets near the base. The lot's only restriction is to limit vehicles to 30 days of continuous use. The Navy will investigate the legal impacts of eliminating even the 30 day restriction.
- The Navy is willing to seek funding for a new entrance to NAS North Island, at the end of Third Street in Coronado, in conjunction with construction of a new commissary planned for 1997.
- Barging equipment and material rather than trucking it through Coronado is a major consideration for the construction contracts to be awarded for this project. In its requests for proposals from prospective contractors, the Navy specified alternate transportation as a consideration for contract award. The Navy has elected to