

**DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY**

**FINDING OF NO SIGNIFICANT IMPACT FOR THE
ENVIRONMENTAL ASSESSMENT FOR ENCROACHMENTS ALONG MIRAMAR
PIPELINE AT NAVAL BASE POINT LOMA, SAN DIEGO, CALIFORNIA**

Pursuant to Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended, the Council on Environmental Quality regulations (40 Code of Federal Regulations [§§ 1500-1508) implementing the provisions of NEPA, and Chief of Naval Operations Environmental Readiness Program Manual (M-5090.1), the U.S. Department of the Navy (Navy) gives notice that an Environmental Assessment (EA) has been prepared. Based upon this Finding of No Significant Impact (FONSI), an Environmental Impact Statement is not required for the encroachments along Miramar Pipeline at Naval Base Point Loma (NBPL), San Diego, California.

Proposed Action: The Navy proposes to relocate sections of the existing 8-inch Miramar Pipeline to provide enhanced access for regular inspection, routine maintenance, and emergency response. The purpose of the Proposed Action is to maintain the pipeline between NBPL and Marine Corps Air Station Miramar in safe operational condition. The pipeline is a strategic Department of Defense logistic asset that sustains an uninterrupted supply of petroleum products necessary to meet the overall mission as well as the Navy's U.S. Pacific Fleet and Department of Homeland Security defense mission requirements.

The need for the Proposed Action is to have unencumbered access to the pipeline for regular inspection, routine maintenance, and emergency response. The Navy proposes to address the current pipeline easement encroachments to meet the purpose of the Proposed Action and operational and mission requirements.

The two major encroachments within the Navy easement that are driving the need for the realignment of the existing pipeline include the section of pipeline within the parking lot at High Tech High (approximately ten feet from a building); sections of pipeline beneath residential structures including driveways, fences, and a swimming pool; and a section of pipeline within a church parking lot.

The Proposed Action would include relocating existing pipeline segments that fall within encroachments at High Tech High and the Cannington Drive area. Both encroachment areas are in the community of Clairemont Mesa within the City of San Diego. The existing pipeline would need to remain in service while the new pipeline is being constructed. Once the new pipe segments are operational, the existing segments that are no longer needed would be cleaned and closed in place.

Public Participation: Outreach and public involvement efforts were conducted per NEPA and Navy guidance. A 30-day public scoping period was initiated on March 1, 2019 and ran through April 1, 2019. A public scoping meeting was held March 18, 2019 at the Lafayette Elementary

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School in the Clairemont Mesa community. The purpose of the public scoping meeting was to offer the public an opportunity to learn about the project, speak one-on-one with Navy representatives and subject matter experts, and to submit comments on the proposal. The public had an opportunity to submit written comments during the public scoping period. The Navy provided a project website where the public could access project information. Following scoping, the Navy considered public comments that led to expanding the range of alternatives to be analyzed in the Draft EA, specifically with respect to the encroachment at Cannington Drive. As a result, two additional alternatives (Alternatives 3 and 4) were included in the Draft EA.

The Navy published a Notice of Availability of the Draft EA in the *San Diego Union Tribune* on April 11–13, 2022; in the *San Diego Union-Tribune en Español* on April 16 and 23, 2022; and in the *San Diego Reader* on April 14 and 21, 2022. The notice described the Proposed Action; provided details on the virtual public meeting; solicited public comments on the Draft EA; provided dates of the 30-day public comment and review period; and announced that a printed copy of the Draft EA was available for review at Balboa Branch and North Clairemont Branch public libraries and an electronic copy was posted on the project website). The Draft EA was available for a 30-day public review and comment period from April 11, 2022 to May 11, 2022. The Navy mailed Notice of Availability letters and postcards to elected officials, Federal, State, and local agencies, and interested parties within the surrounding community. A news release was distributed to media outlets. A virtual public meeting was held on April 27, 2022 from 5:30 pm to 7:00 pm.

Alternatives Analyzed: The following alternatives were analyzed in the EA.

No Action Alternative: Under the No Action Alternative, the Naval Supply Systems Command Fleet Logistics Center San Diego would not implement the pipeline realignments necessary to maintain safe operations of the existing pipeline by providing enhanced access for maintenance. The pipeline would continue to remain in operation within ten feet of the High Tech High school building and below a residence on Cannington Drive and multiple other properties. If maintenance or repair is needed, it may be very challenging to reach the pipeline and could require removal of existing infrastructure at encroaching properties. The No Action Alternative would not meet the purpose and need for the Proposed Action; however, as required by NEPA, the No Action Alternative was carried forward for analysis in the EA. The No Action Alternative analysis represents the consequences of not undertaking the Proposed Action, not simply concluding no impact, and serves to establish a comparative baseline for analysis.

Alternative 1 – Encroachment at High Tech High (Option 1) and Encroachment at Cannington Drive (Option 1): Alternative 1 would construct up to 3,400 feet of buried 8-inch petroleum pipeline outside of existing encroachments located at High Tech High and the Cannington Drive area. Approximately 2,250 feet of the existing pipeline would be closed in place. Pipeline closure would include emptying the pipe of fuel, disposing of waste, cleaning the pipe interior, and filling the pipe with concrete slurry. The existing pipeline would need to remain in service while the new pipeline is being constructed.

For the encroachment at High Tech High, this alternative includes the relocation of the pipeline on the north side of Mt. Alifan Drive and west side Mt. Acadia Boulevard. Approximately 605

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feet of pipeline is currently located under the High Tech High parking lot within ten feet of a building. The location of the pipeline across school property and its proximity to the building make future repairs difficult. The proposed realignment would address the encroachments by constructing new underground pipeline segments within the City of San Diego right-of-way (ROW). The new pipeline would be approximately 750 feet long and constructed entirely under the street surface. Approximately 690 feet of the existing pipeline, most of which is located under the High Tech High parking lot, would be closed in place.

For the encroachment at Cannington Drive, a predominantly residential development and church property, located south of Clairemont Mesa Boulevard and west of Interstate 805 (I-805), have been built over the existing pipeline easement. One house, located at 4896 Cannington Drive, was constructed directly above the pipeline. If repair work is required on the pipeline at this location, the resident and home may be impacted and encumbered access to the pipeline may make repairs logistically challenging, costly, and time consuming. The proposed pipeline alignment addresses the encroachment by constructing a new segment of pipeline in the City of San Diego ROW. The existing pipeline under the church property and residential properties would be closed in place, thus providing a long-term solution.

The new pipeline would tie-in to the existing pipeline near the intersection of Printwood Way and Mt. Abernathy Avenue and would run approximately 2,650 feet through segments of Printwood Way and Cannington Drive and connect to the existing pipeline at the tie-in north of Liebel Court. Approximately 1,675 feet of the existing pipeline would be closed in place.

In Cannington Drive, there is an existing 42-inch reinforced concrete water transmission line on the north side of the roadway, and an existing 8-inch vitrified clay sewer along the road centerline. The new fuel pipeline alignment along Cannington Drive would be located between the existing 42-inch water line and the existing 8-inch sewer line, which are spaced approximately 15 feet apart. This alignment would avoid impacting existing residential utility services since there are no utility lines located on the north side of this section of Cannington Drive.

Alternative 2 – Encroachment at High Tech High (Option 2) and Encroachment at Cannington Drive (Option 1): Alternative 2 would construct up to 3,365 feet of buried 8-inch petroleum pipeline outside of existing encroachments located at High Tech High and the Cannington Drive area. Approximately 2,210 feet of the existing pipeline would be closed in place. Alternative 2 would consist of the same project components as described under Alternative 1, except that the new segment of pipeline for the encroachment at High Tech High would be located on the south side of Mt. Alifan Drive (versus the north side under Alternative 1) and east side of Mt. Acadia Boulevard (versus the west side under Alternative 1).

Approximately 605 feet of pipeline is currently located under the High Tech High parking lot within ten feet of a building. The proposed realignment would address the encroachments by constructing new underground pipeline segments within the City of San Diego ROW. The new pipeline would be approximately 715 feet long constructed entirely under the street surface.

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Approximately 650 feet of the existing pipeline, most of which is located under the High Tech High parking lot, would be closed in place.

Alternative 3 – Encroachment at High Tech High (Option 1) and Encroachment at Cannington Drive (Option 2): Alternative 3 would construct up to 3,170 feet of buried 8-inch petroleum pipeline outside of existing encroachments located at High Tech High and the Cannington Drive area. Approximately 1,965 feet of the existing pipeline would be closed in place. Alternative 3 would consist of the same project components as described under Alternative 1, except that the new pipeline for the encroachment at Cannington Drive would run along Mt. Abernathy Avenue (versus Printwood Way) and Cannington Drive. It would connect to the existing pipeline at the tie-in located south of the intersection of Mt. Abernathy Avenue and Cannington Drive.

Option 2 for the encroachment at Cannington Drive would construct approximately 2,420 feet of new buried pipeline within City of San Diego ROW. Approximately 1,965 feet of the existing pipeline would be closed in place. Existing utility services, including water, sewer, gas, electric, cable, and telephone, are located on the east side of Mt. Abernathy Avenue. Since there are no utility services on the west side of the roadway, the new pipeline would be constructed on the west side of Mt. Abernathy between the two existing sewer mains. In Cannington Drive, there is an existing 42-inch reinforced concrete water transmission line on the north side of the roadway, and an existing 8-inch vitrified clay sewer along the road centerline. The new fuel pipeline alignment would be located between the existing 42-inch water line and the existing 8-inch sewer line, which are spaced approximately 15 feet apart. This alignment would avoid impacting existing residential utility services since there are no utility lines located on the north side of this section of Cannington Drive.

Alternative 4 – Encroachment at High Tech High (Option 2) and Encroachment at Cannington Drive (Option 2) – Preferred Alternative: Alternative 4 would construct up to 3,135 feet of buried 8-inch petroleum pipeline outside of existing encroachments located at High Tech High and the Cannington Drive area. Approximately 1,925 feet of the existing pipeline would be closed in place.

Alternative 4 would consist of the same project components as described under Alternative 2 for High Tech High except that the new pipeline for the encroachment at Cannington Drive would be located mostly along Mt. Abernathy Avenue (versus Printwood Way) as described for Alternative 3 for the encroachment at Cannington Drive.

Alternative to Be Implemented: Alternative 4 is the Preferred Alternative for implementation as it best meets the purpose of and need for the Proposed Action and would not result in significant impacts to the human and natural environment.

None of the action alternatives would have significant impacts. However, with respect to the Cannington Drive encroachment, the overall pipeline length would be reduced by approximately 230 feet compared to Option 1. Alternative 4 would avoid potential short-term construction impacts to Lafayette Elementary School and residences located on Printwood Way and reduce the overall number of residential driveways affected by construction on Cannington Drive. In addition, potential impacts associated with the Former Rosedale Field and Bombing Target site

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would be reduced under Alternative 4. In addition, Option 2 for the Cannington Drive Encroachment was supported by the local residents as evidenced in the written and verbal comments received during public review of the Draft EA and at the virtual public meeting.

Existing Conditions: The Proposed Action is located in the Clairemont Mesa community of San Diego. The Clairemont Mesa community is characterized by single-family homes built in the 1950s and 1960s. It is an urbanized community with shopping centers, parks and recreational facilities, churches, and schools. Multi-family uses are located along major transportation corridors in the community, including Clairemont Mesa Boulevard, Clairemont Drive, Genesee Avenue, Balboa Avenue, and around shopping centers.

Environmental Effects:

Air Quality: Criteria pollutant emissions would occur during project construction, primarily from trenching/excavation, new pipeline installation, and backfilling/repaving. Construction emissions would include emissions associated with the operation of off-road equipment and on-road vehicles. Construction is assumed to begin in 2023 and last approximately six months. Construction emissions generated by Alternative 4 would be well below the General Conformity *de minimis* thresholds, including ozone precursors (NO_x and VOCs) for which San Diego has been classified by the U.S. Environmental Protection Agency as a severe nonattainment area. Implementation of Alternative 4 would contribute directly to emissions of greenhouse gases from the combustion of fossil fuels during construction and operation but estimated annual Greenhouse Gas emissions would be below the Council on Environmental Quality threshold. Therefore, implementation of Alternative 4 would not result in significant impacts to air quality.

Land Use: The Region of Influence for land use impacts includes the proposed pipeline alignments and the land uses adjacent to the pipeline construction areas. For Alternative 4, this includes 715 feet along Mt. Acadia Boulevard and Mt. Alifan Drive in the High Tech High encroachment area and 2,420 feet along Mt. Abernathy Avenue and Cannington Drive in the Cannington Drive encroachment area.

The Proposed Action consists of a short-term construction project and continued operation of the Miramar Pipeline. No change to existing land uses is proposed and no new land uses are proposed. Construction activities would be contained within roadway rights-of-way. Temporary inconveniences to adjacent land uses may occur during construction activities, primarily related to transportation impacts, including precluded driveway access and restricted roadway capacity on area roads. Due to the temporary nature of the construction activities, compliance with existing Federal, State, and local regulatory requirements for construction and operation of the pipeline, and the incorporation of Special Conservation Measures (SCM) identified in the transportation section of this EA, Alternative 4 would not result in significant land use impacts associated with land use consistency and temporary inconveniences to adjacent land uses.

Noise: Alternative 4 would generate noise during construction. Construction activities can cause an increase in noise that is well above ambient levels. Noise is often emitted during construction from heavy off-road equipment and on-road vehicles. Under Alternative 4,

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construction activities for construction of the new pipeline segments would occur approximately 20 feet from residential and school properties located along the alignment. The primary noise-generating activities associated with construction would include trenching/excavation, new pipeline installation, and backfilling/repaving.

Construction equipment is mobile and it is unlikely that multiple pieces would operate at the same time and location. Construction noise would be localized, short-term, and intermittent as construction activities move along the linear pipeline alignment. In addition, construction activities would comply with the City of San Diego's noise ordinance that would further limit the impacts to sensitive receptors in the surrounding area. Noise levels inside the nearby residences and schools would be attenuated by the structures themselves, by approximately 15 dBA depending on the structure construction.

Occupational noise exposure prevention procedures (i.e., hearing protection and monitoring) for contractors performing construction activities would be required in compliance with applicable Navy occupational noise exposure regulations. As such, noise generated by construction activities under Alternative 4 would not be significant.

Transportation: During construction of the pipeline, driveway access along project roadways would be temporarily impacted. The use of driveways in areas with an open trench would not be feasible until the trench can be temporarily covered (with plates) or until resurfacing is complete. For the High Tech High encroachment area, High Tech High and the Pacific Bluffs residential complex on the north side of Mt. Alifan Drive would have reduced driveway access during construction activities. Both properties have alternative access driveways that are outside of the proposed construction area. For the Cannington Drive encroachment area, the pipeline alignment would run north along Mt. Abernathy Avenue and then southeast along Cannington Drive to connect to the existing pipeline located south of the intersection of Mt. Abernathy Avenue and Cannington Drive. The pipeline would be located on the western side of Mt. Abernathy Avenue and on the eastern side of Cannington Drive, on the opposite side of the single-family residences along these portions of the roadways, and of the Church of Jesus Christ of Latter-Day Saints located on the east side of Mt. Abernathy Avenue. Driveway access to these residences would therefore not be restricted. The location of the pipeline alignment towards one side of each roadway would also allow for two lanes of travel within the remaining roadway width.

Restricted driveway access would be temporary and would be localized to the immediate area of construction, which shifts as pipeline replacement progresses. Given the temporary nature of the driveway access impacts at a given location, the incorporation of measures from the Traffic Control Plan to minimize impacts, and that access would be restored at the end of each construction day, temporary driveway access impacts would not be significant.

On-street parking is provided along both sides of Mt. Abernathy Avenue and Cannington Drive, and generally serves the residential uses. This on-street parking would be restricted during construction; however, surrounding residential areas have parking spaces and other roadways which also provide on-street parking.

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Sidewalks are not anticipated to be affected during construction as construction would be limited to the roadways. Sidewalks would therefore remain open and accessible. With the restricted construction hours noted below, school crossings along Mt. Abernathy Avenue and Cannington Drive would not be affected. Bicycle lanes are not provided on Mt. Abernathy Avenue or Cannington Drive within the vicinity of the project and therefore do not need to be modified. Lane widths during construction should be maintained at 14 feet when feasible to allow for bicyclists to share a lane with a vehicle if needed.

The City of San Diego requires that a project-specific Traffic Control Plan be submitted to the City's Traffic Division for review and approval prior to the issuance of any permit for construction. The SCMs have been developed as part of the traffic analysis for Alternative 4 and would be incorporated into the Traffic Control Plan to further reduce temporary transportation impacts associated with Alternative 4:

SCM 1 – Through the use of traffic control, modify existing roadway geometrics to best maintain vehicular access and provide capacity during the construction period within the available roadway ROW.

SCM 2 – A flagger should be provided to control traffic at the intersection of Mt. Alifan Drive and Mt. Acadia Boulevard during construction phases where turn lanes are closed to assist traffic flow through the intersection. The flagger would be able to control traffic flow instead of relying on the existing stop-control intersection and help mitigate delays for the westbound direction of travel.

SCM 3 – Notify in advance residents, schools, and businesses of the upcoming road work and preclusion of access to their driveways.

SCM 4 – Minimize the duration in which access is precluded by adhering to the City-standard maximum open trench length of 500 feet.

SCM 5 – A flagger should be provided to control traffic at the intersection of Mt. Abernathy Avenue and Printwood Way during peak hours of construction at the intersection and up to 200 feet east of the intersection. The flagger would be able to control traffic flow instead of relying on the existing stop-control interaction and help mitigate vehicle delays.

SCM 9 – A flagger should be provided to control traffic at the intersection of Mt. Abernathy Avenue and Cannington Drive during peak hours when construction is occurring at this intersection. The flagger would be able to control traffic flow instead of relying on the existing stop-control interaction and help mitigate vehicle delays. The flagger would be able to control traffic flow and help mitigate vehicle delays.

SCM 10 – Restrict construction hours on Mt. Abernathy Avenue from occurring between 7:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 4:00 p.m. or perform construction activities while school is not in session.

In summary, Alternative 4 would result in temporary short-term impacts associated with reduced access to properties due to restricted driveway access, reduced roadway access and capacity, and reduced on-street parking. SCMs 1 through 5 and 9 through 10 included as part of a Traffic

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Control Plan would be implemented to reduce the severity of the identified short-term impacts. Alternative 4 would not result in significant impacts to transportation.

Public Health and Safety: Alternative 4 would comply with all applicable Federal, State, and County regulations, as well as Navy policies and procedures, as related to public health and safety during construction and operation of the proposed pipeline segments. Implementation of all applicable safety procedures would prevent and minimize potential risk to human health and the environment associated with construction and operation of the new pipeline sections; therefore, no significant impacts would occur. Alternative 4 would enhance the pipeline's overall safety, reliability, and integrity, and increase public and environmental safety by minimizing the potential for future pipe leaks or breaks; thus, long-term impacts are considered beneficial. No disproportionate risk of injury or hazardous substances exposure to children per EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, would occur.

Hazardous Materials and Waste: Alternative 4 would use hazardous materials and have the potential to encounter hazardous materials during construction. Hazardous materials would be handled per applicable regulations and a Soil and Groundwater Management Plan would be implemented to avoid impacts. An Explosive Safety Submission Determination Request (ESSDR) would be required to establish Unexploded Ordinance (UXO) Avoidance Procedures during construction activities. In the unlikely event that UXO are encountered during construction of the realigned pipeline in the vicinity of the Rosedale Field and Bombing target site, the Navy would halt construction activities to develop an ESSDR for proper clearance procedures to be conducted prior to reinitiating construction activities. As such, UXO survey requirements within the boundaries of the Rosedale Field and Bombing Target site would be included in the design build specifications.

Abandonment of the existing pipeline segments and construction, and operation of the new pipeline segments would comply with applicable procedures, policies, and regulations. For this reason, Alternative 4 would not result in significant impacts associated with hazardous materials and waste. In the long term, implementation of Alternative 4 would enhance the pipeline's overall safety by providing improved access for regular inspection, routine maintenance, and emergency response for unplanned fuel releases. Improved access for regular inspection, routine maintenance, and emergency response would increase public environmental safety by minimizing the potential for future pipe leaks or breaks; thus, long-term impacts are considered beneficial.

Finding: Based on the analysis presented in the EA, the Navy finds that implementation of Alternative 4 would not significantly impact the quality of the human or natural environment or generate significant controversy within the Clairemont Mesa community of San Diego in the areas of the two encroachments.

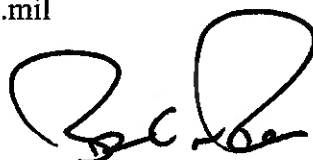
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The EA prepared by the Navy addressing this action is on file and interested Parties may obtain a copy by contacting:

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