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RESPONSE TO COMMENTS

FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR REPLACEMENT OF NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL MARINE FISHERIES SERVICE SOUTHWEST FISHERIES SCIENCE CENTER, LA JOLLA, CALIFORNIA

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1. INTRODUCTION TO THE FINAL EIS/EIR

1.1 REPORT ORGANIZATION

In November 2008, NOAA (National Oceanic and Atmospheric Administration) and UCSD (University of California at San Diego) issued the *Draft Environmental Impact Statement/Environmental Impact Report for Replacement of National Oceanic and Atmospheric Administration, National Marine Fisheries Service Southwest Fisheries Science Center, La Jolla, California*. NOAA and UCSD accepted comments on the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) during a 45-day comment period that ended on January 12, 2009. This volume provides official responses to all comments on the Draft EIS/EIR received during the comment period. Section 1.2 provides detailed information on methods used to inform the public of the availability of the Draft EIS/EIR and how they could submit comments on the document. Section 2 contains a list of persons and agencies commenting on the Draft EIS/EIR and official responses to all comments. Section 3 presents the plans developed by NOAA and UCSD to monitor the effectiveness of measures to eliminate or reduce the intensity of environmental effects that will result during project implementation. The text of the Draft EIS/EIR has been revised in response to some of these comments. All such revisions are shown in strike out underline format in Volume 1. No new significant impacts were raised as a result of the public comment, and the changes to the Draft EIS/EIR text were for clarification purposes. Attachments 1 and 2 contain a certified transcript of the Draft EIS/EIR public meeting and copies of emails and letters received by the government commenting on the Draft EIS/EIR, respectively.

Based on NOAA and UCSD review of the comments received on the Draft EIS/EIR and the responses to those comments, the Draft EIS/EIR has been revised. Volume 1 of this Final EIS/EIR contains a reprint of the Draft EIS/EIR with revisions tracked to assist the reader. Text deletions are noted by strikethrough lines and text additions are underlined. Volume 2 is an appendices volume containing technical studies of the environmental effects of the proposed action and alternatives. The entire Final EIS/EIR is composed of Volumes 1 and 2, as revised since their issuance in November 2008, and this Volume 3.

1.2 PUBLIC AND AGENCY REVIEW OF DRAFT EIS/EIR

NOAA and UCSD cooperated in the November 2008 distribution of the Draft EIS/EIR to interested members of the public, public libraries, and government agencies for review and comment. As required by NEPA (National Environmental Policy Act) and CEQA (California Environmental Quality Act) implementing regulations, copies of the Draft EIS/EIR were submitted to EPA (Environmental Protection Agency) headquarters and Region IX and California Office of Planning and Research for review and comment. The 45-day official comment period for the Draft EIS/EIR ended on January 12, 2009. The notice of availability of the Draft EIS/EIR was published in the following periodicals:

- *La Jolla Light*, November 20, 2008
- *La Jolla Village News*, November 20, 2008
- *San Diego Union Tribune*, November 22, 2008
- *Federal Register*, Volume 73, No. 227, Page 70981, November 24, 2008

- *Federal Register*, Volume 73, No. 230, Page 72447, November 28, 2008
- *CEQANet*, December 8, 2008

During the official comment period, NOAA and UCSD hosted a public meeting to receive comments on the Draft EIS/EIR. The public meeting was held from 6:00 p.m. to 7:00 p.m. on December 9, 2008, at the existing SWFSC (Southwest Fisheries Science Center) facility, 8604 La Jolla Shores Drive, La Jolla, California. A transcript of the public hearing is reprinted as Attachment 1 to this volume. All comments received by mail or email are reprinted in Attachment 2.

This Final EIS/EIR evaluates the environmental consequences and mission effectiveness of the alternative actions under consideration. It is not a decision document and does not announce NOAA/UCSD's decision as to whether to implement the proposed action or any of the alternative actions: That decision will be announced in a separate Record of Decision to be prepared by NOAA and a Notice of Determination to be prepared by UCSD. Therefore, where a comment simply notes the author's or speaker's opinion as to how NOAA/UCSD should proceed, that comment is noted and will be carefully considered by NOAA/UCSD. However, no decision is proved herein as NOAA/UCSD will not make an implementation decision until the EIS/EIR process is complete.

2. COMMENTS AND RESPONSES

2.1 PERSONS AND ORGANIZATIONS COMMENTING ON DRAFT EIS/EIR

The following persons and organizations submitted comments on the Draft EIS/EIR during the official comment period. This list includes speakers who participated in the public meeting held at the existing SWFSC Main Conference Room on December 9, 2008. In addition, the Governor's Office of Planning and Research submitted a letter stating that the Draft EIS/EIR was circulated to state agencies and no comments were received.

Person	Organization/Agency	Form of Comment	Date
B.S. Achau	Individual	Email	26 Nov 08
James W. Royle, Jr.	San Diego County Archaeological Society, Inc.	Letter	1 Dec 08
Therese O'Rourke	Department of the Army, San Diego Field Office	Letter	2 Dec 08
Mike Costello	Individual	Oral	9 Dec 09
Dave Schwab	<i>La Jolla Light</i> newspaper	Oral	9 Dec 09
Terry Gaasterland	Individual	Oral	9 Dec 09
Kathleen M. Goforth	U.S. EPA Region IX	Letter	12 Jan 09
Greg Holmes	Department of Toxic Substances Control (DTSC)	Letter	13 Jan 09

2.2 RESPONSES TO COMMENTS ON DRAFT EIS/EIR

This section includes direct responses to all questions and comments on the Draft EIS/EIR received during the official comment period. A transcript of the Draft EIS/EIR public meeting is reprinted in Attachment 1 to this Final EIS/EIR. All letters and emails commenting on the Draft EIS/EIR are reprinted in Attachment 2.

Response to Comments from B.S. Achau. The comments state that the proposed building is too expensive and NOAA is not effective at protecting marine resources. These comments are noted.

Response to Comments from James W. Royle, Jr., San Diego County Archaeological Society, Inc. As requested in the comment letter, NOAA will have both a Native American and an archaeologist monitor site preparation activities (e.g., vegetation clearing, soil excavation) that have the potential to affect buried artifacts. Geotechnical testing at the preferred site has been completed and additional geotechnical testing is not planned. However, should NOAA select an alternative site or the need arise for additional geotechnical testing at the preferred site, a Native American and an archaeologist will monitor that testing.

Response to Comment from Therese O'Rourke, Department of the Army, San Diego Field Office. The comment notes that permission from the Department of the Army is required to build structures or conduct work affecting navigable waters of the U.S. Federal-jurisdictional wetlands are classified as waters of the U.S. Based on review of National Wetland Inventory and soil survey maps, and the results of on-site biological surveys, waters of the U.S., including wetlands,

are not present at the preferred or alternative sites considered for construction of the replacement SWFSC facility or at any of the off-site areas under consideration for staging of construction activities (see Section 4.4 of Volume I). No effects to water of the U.S. will result and a wetlands fill permit will not be required from the Department of the Army.

Response to Comments from Mike Costello. Mr. Costello presented several comments at the Draft EIS/EIR public meeting. The first comment concerned prevention of bluff erosion during demolition of Buildings B and C at the existing SWFSC facility. NOAA will require that construction contractors implement measures to prevent weakening of the bluff or accelerated erosion. Mitigation measures Geo-1 and Hyd-1 are intended to prevent demolition activities from contributing to bluff erosion.

Mr. Costello stated that the proposed underground parking sheltered turn-in area at the front of the proposed building, and green roof are good design features. He also stated that the design of the proposed building would preserve ocean views from La Jolla Shores Drive, which is beneficial. These comments are noted.

Mr. Costello also noted that many buildings end up being too small and crowded. He urged NOAA to make sure the proposed building is of sufficient size. NOAA designed the new SWSFC facility to accommodate current SWFSC activities and projected space needs for the next 30 years.

Mr. Costello asked if NOAA and UCSD plan to participate in a future meeting of the La Jolla Community Planning Association or the Town Council to discuss the proposed new SWFSC. Government representatives replied that there are no plans to do so, but government participation in a meeting could be arranged if requested by the association.

Response to Comments from Dave Schwab, *La Jolla Light* newspaper. Mr. Schwab asked how much parking would be included in the new SWFSC and how many employees would work there. The proposed SWSFC would include about 202 underground parking stalls, which represents a large increase over the 30 parking stalls at the existing SWFSC facility. Parking will occupy about 90,000 square feet of space in the new SWFSC building. The total number of staff based at the SWFSC is about 283, but fewer than that are present on any given work day due to the considerable amount of time staff spend on travel, including lengthy trips aboard research vessels. Staff are also not present at the facility when on sick or personal leave.

Mr. Schwab asked about the cost of the project, who will pay for it, and timing. The cost of constructing the new SWFSC building is estimated at \$84 million and total development cost, including design and planning studies, is estimated at \$104 million. The Federal government will pay construction and development costs. The funds have been appropriated. Construction is scheduled for years 2009 through 2011. Construction funding has been appropriated by Congress.

Mr. Schwab inquired about local review of the project. NOAA and UCSD have participated in a number of meetings of UCSD boards to provide information on the proposed project, including the Marine Sciences Physical Planning Committee and the Design Review Board. The proposed action will require approval from the Federal government, UCSD, and the University of California (UC) Regents.

Response to Comments from Terry Gaasterland. Ms. Gaasterland asked if the new SWFSC building would include a cafeteria or restaurant to promote interactions among staff and visitors. The proposed SWFSC would include a lunch room for staff, but no food preparation services. There are many common areas throughout the building to foster interactions, including a large seminar room that can accommodate 200 occupants, or can be divided into smaller rooms using a moveable partition.

Response to Comments from Kathleen M. Goforth, U.S. EPA Region IX: EPA commends NOAA and UCSD for designing the proposed SWFSC building in accordance with green building principles and techniques, including photovoltaic panels and a green roof planted with native vegetation. EPA also provided detailed comments on the following topics: impacts from haul truck diesel emissions, location of construction staging areas, air quality conformity, and impacts to biological resources and water quality. The EIS/EIR has been revised to include the additional information requested by EPA. No new significant impacts have been identified. Responses to each comment from EPA are given below.

Impacts from Haul Truck Air Emissions: Section 4.8.2 of the EIS/EIR analyzes construction and operational air emissions, including emissions from haul trucks. EPA Region IX recommended the Final EIS/EIR provide additional information on potential air quality related health effects of transporting export soil from the proposed construction site. The proposed construction period will increase emissions of diesel exhaust particulates within the local project area and along the haul truck route, especially during the first phase of construction (grading and site preparation). Potential impacts of increased human exposure to diesel exhaust include respiratory symptoms and infections and/or carcinogen effects (i.e., cancer). Particulate matter (PM) poses a health concern because it can be inhaled into and accumulate in the respiratory system. PM_{2.5} are believed to pose the greatest health risk because they can lodge deeply in the lungs [US EPA, 2009]. Diesel exhaust emissions generated during construction would contain PM and have the potential to cause health effects to humans nearby, especially to the young, the sick, and the elderly.

EPA requested information on the disposal area for 127,000 cubic yards of soil to be excavated and removed from the construction site and the route to be used by haul trucks. NOAA and UCSD will require construction contractors to take responsibility for disposal of excess soil in a manner that complies with applicable laws and regulations. The construction contractors will dispose of clean excess soil in one or more of the following methods, ranking in order of preference:

- The construction contractor will transport excess soil to another permitted construction site operated by the same company for use as permanent fill.
- The construction contractor will identify another contractor that is in need of fill material and will transport the excess soils to the other contractor's permitted construction site.
- The construction contractor will work with a soils broker/recycler to locate a permitted construction or stockpile site for storage/disposal of the soil.
- Excess soil would be disposed of at a local landfill, most likely the Miramar Landfill operated by San Diego County, or an inactive landfill site. Miramar Landfill is located about 9.6 miles distance from the construction site and is accessible via public roads from the construction site.

The exact location for disposal or reuse of excess soil is not known at this time, but the soil will end up at either a permitted construction site or a disposal facility. The soil would not be used to fill wetlands or water bodies or to create unstable or dangerous fill pads or slopes. The contractor hauling excess soil from the site will be required to obtain a haul permit from the City of San Diego Traffic Control Permit Center. Loaded haul trucks would exit the SWFSC construction site via Shellback Way and would be required to turn right onto northbound La Jolla Shores Drive, then turn right on southbound North Torrey Pines Road, which turns into La Jolla Village Drive and provides access to Interstate 5 (see Figure 1). Haul trucks would access the construction site for loading from southbound La Jolla Shores Drive and would turn left onto Shellback Way. A flag man would be posted at the intersection of La Jolla Shores Drive/Shellback Way to ensure that haul trucks can safely make this turning movement.

Haul trucks would primarily drive through the University land uses to access Interstate Highway 5 (I-5), but would also drive through residential, commercial, and undeveloped areas (see Table 1). There would be a temporary increase in emissions of diesel exhaust during site preparation.

Table 1. Land Uses along Haul Truck Route from Construction Site to Interstate 5

Land Use	Miles of Adjacent Land Use	Total Length of Route in Miles x 2	Percent of Land Use along Route
University	1.9	4.1	46
Residential	1.3	4.1	32
Commercial	0.3	4.1	7
Undeveloped	0.6	4.1	15

Concentrations of diesel particulates would decrease with increasing distance from the source of emissions. Occupants of sensitive receptors such as residential uses, schools, day care facilities, nursing homes, or hospitals are susceptible to human health effects from exposure to diesel emissions within a distance of 300 meters from the emissions source [South Coast Air Quality Management District, 2003]. The closest hospitals are the Veterans Administration San Diego Medical Center at 3350 La Jolla Village Drive and the UCSD Thornton Hospital at 9300 Campus Point Drive. Occupied buildings at these two medical facilities are located approximately 315 meters north and 500 meters northeast from the truck haul route, respectively. Because these medical buildings would be greater than 300 meters from the haul truck route, exposure to haul truck diesel emissions would be minimal and adverse health effects are not expected.

The preferred route for haul trucks is shown in Figure 1. The route minimizes driving through residential areas compared with alternative truck routes connecting the construction site to I-5. Alternative truck routes include southbound La Jolla Shores Drive to eastbound La Jolla Parkway or eastbound La Jolla Villages Drive to southbound Gilman Drive. The alternative routes are longer than the preferred route and pass through a number of residential areas. Residential uses are adjacent to the preferred route to be used by haul trucks removing excess

soil from the SWFSC construction site. About 32% of the route is fronted by residential uses. Occupants of residences within 300 meters of the haul route would potentially be exposed to increased concentrations of particulate matter emitted by the haul trucks. This is unavoidable as there are no alternative truck routes that would completely avoid residential areas or reduce the amount of residential uses along the route.

EPA classifies San Diego County as in attainment or unclassifiable with respect to National Ambient Air Quality Standards (NAAQS) for particulate matter. The proposed action would generate a maximum of 34.4 tons/year of PM emissions, which is less than the level of PM emissions, 100 tons/year, that would trigger the requirement for a federal conformity determination in a designated nonattainment or maintenance area. The expected level of emissions would not cause or contribute to a violation of NAAQS for particulate matter. NAAQS are designed to prevent adverse public health effects or environmental harm. Therefore, particulate matter emissions from haul trucks would not be expected to result in significant adverse health effects to occupants of residences along the haul route. There are no new significant impacts resulting from diesel emissions associated with construction related trips. Transport and disposal of excess soil would not result in significant degradation of the environment.



FIGURE 1 CONSTRUCTION HAUL TRUCK ROUTE AND CONSTRUCTION STAGING AREAS

Location of Construction Staging Areas and Environmental Effects of Staging: The SWFSC construction site is not of sufficient size to accommodate both construction and staging activities, especially during site preparation, because almost the entire site would be subject to excavation and grading activities. Some minor staging of construction activities in support of the proposed action would occur at adjacent Parking Lot P014, but most staging would occur at one or more remote locations (see Figure 1). Construction trailers will temporarily occupy about 4,400 square feet of space at the existing Parking Lot P014, located south of the construction site (Staging Area 2 on Figure 1). This will result in temporary use of up to 19 parking stalls at Parking Lot P014. Those parking stalls would not be available for use by University staff, students, or visitors. In addition, it is anticipated that approximately 50,000 square feet (1.15 acres) of off-site land would be required for staging. Activities that would occur at the staging area would be limited to

- unloading of trucks delivering equipment, materials, and supplies;
- temporary storage of equipment, materials, and supplies;
- parking of workers' personal vehicles;
- temporary placement of portable toilets; and
- turn around of vehicles.

No storage of fuel, operation of concrete/asphalt batch plants, assembly of building materials, stockpiling of soil, or collection/storage of solid or hazardous waste would occur at the remote staging area.

Two remote sites, both owned by UCSD, are under consideration for construction staging. The preferred site for additional staging is Staging Area 3, an undeveloped grass field adjacent to the southwest corner of the intersection of La Jolla Village Drive and Expedition Way, a distance of about 1.3 miles by major road from the construction site (see Figure 1). Alternatively, staging may occur at Staging Area 4 at the Torrey Pines Gliderport located west of North Torrey Pines Road and north of Torrey Pines Scenic Drive, a distance of about 2.2 miles by major road from the construction site. This area has been used previously by UCSD for construction staging activities. The off-site staging area would be fenced for security purposes. Construction workers would be ferried in vans or small shuttle buses between the staging area and the construction site. The shuttle would make 10 to 20 round trips per day between the staging area(s) and the construction site.

Alternative construction Staging Area 3, near the intersection of Torrey Pines Road and Expedition Way, is owned by UCSD, is within the Scripps Institution of Oceanography Upper Mesa planning area, and is planned for Academic uses in the 2004 UCSD Long Range Development Plan (LRDP) [UCSD, 2004a]. Vehicles (not including heavy trucks) traveling from staging to the construction site may use southbound Expedition Way and westbound Downwind Way to access La Jolla Shores Drive south of the proposed construction site. The vehicles would travel a short distance north on La Jolla Shores Drive and turn right onto Shellback Way and the construction site. This route would eliminate the need to turn left onto Shellback Way. Environmental effects would be less than significant.

Alternative construction Staging Area 4 at the Torrey Pines Gliderport has about 1.70 acres of land and has been used periodically by UCSD for construction staging activities during the last five years. The gliderport property is owned by UCSD and is planned for Academic uses in the

2004 UCSD LRDP [UCSD, 2004a]. The maximum area needed for construction staging would be about 1.15 acres. The proposed staging area has long been devoid of vegetation and has no habitat value for wildlife or protected species. Activities at the gliderport consist of operation of fixed-wing gliders, hang gliders, paragliders, and radio-controlled model airplanes. Fixed wing glider operations occur only about six weeks per year and construction staging would not require closure or limitations on use of the landing strip at the gliderport. Based on UCSD's previous experience conducting construction staging at this location, the construction staging activities are compatible with gliderport activities.

The Torrey Pines Gliderport is listed on the California and National Register of Historic Places due to its local significance under Criterion A in the areas of Entertainment/Recreation, Invention, and Transportation [California Office of Historic Preservation, 2008]. The period of significance was 1928–1942 for technological achievements and inventions related to gliding [Fogel, 2008]. Construction staging activities would not affect the historic characteristics of the gliderport. No excavations would occur at the staging area and there would be no potential for impacts to archaeological resources. The California Coastal Commission have approved use of a portion of the gliderport for construction staging and the proposed activities would be consistent with those approvals [Presmyk, 2009]. There are no new significant impacts from temporary use of or access to the construction staging areas. The EIR/EIR has been revised to include the additional information on construction staging requested by EPA.

Air Quality Conformity: EPA Region IX provided current information on the attainment status of San Diego County with respect to National Ambient Air Quality Standards (NAAQS), which has been the subject of litigation. In January 2009, EPA issued rulemaking guidance that classifies the County in moderate non-attainment of the eight-hour ozone standard. That classification will not become final until August 2009. Recent measurements indicate that the County will likely not meet the moderate non-attainment requirements for eight-hour ozone and may be reclassified to a higher classification in 2010. Projected annual emissions of ozone precursors during the SWFSC construction period would be 266 to 349 tons, which would exceed the thresholds for preparation of a Federal conformity determination in moderate or serious non-attainment areas. Therefore, any change in attainment status of the San Diego County NAAQS for ozone would not change the need for a Federal Conformity determination (see mitigation measure Air-1 in Volume I). NOAA will prepare a Federal Conformity Determination and submit it to EPA; however, EPA does not approve the determination. It will be NOAA's responsibility to ensure that the proposed action conforms to air quality requirements of the San Diego Air Pollution Control District.

Impacts to Biological Resources: EPA Region IX also noted that the proposed action would remove about 1.7 acres of Diegan coastal sage scrub habitat and this would add to the cumulative reduction in this habitat type in the San Diego area. EPA recommends the Final EIS/EIR include a cumulative impacts assessment for Diegan coastal sage scrub. This EIS/EIR is tiered from the 2004 UCSD LRDP EIR which provided cumulative assessment of impacts associated with development of the campus through horizon year 2020. Cumulative impacts to Diegan coastal sage scrub are analyzed in Section 4.3.4, Cumulative Biological Impacts and Mitigation, on pages 4.3-36 and 37 of the 2004 UCSD LRDP EIR (UCSD, 2004b). Implementation of the 2004 LRDP would incrementally contribute to the loss of native habitat, direct and indirect impacts to covered species, and the conservation of habitats in the San Diego region. Based on the impact

analysis provided in the 2004 UCSD LRDP EIR, implementation of the LRDP would increase impacts to native vegetation communities within the Multi-Species Conservation Program (MSCP) study area by less than 0.1 percent. Focused surveys for the sensitive species determined that seven sensitive species exist on the UCSD campus, most notably the California gnatcatcher. Of the 85 species covered in the MSCP Plan, implementation of the 2004 LRDP would contribute to impacts to five species. In contrast to adverse impacts, the 2004 LRDP open space system increase conservation of habitats in the MSCP study area by between 0.1 and 0.6 percent, including habitat for covered species. Based on the proposed on-campus habitat conservation activities, together with regional habitat plans approved or in preparation, impacts to biological resources associated with the 2004 LRDP in conjunction with regional growth would not be cumulatively considerable. The proposed SWFSC would be consistent with the LRDP and this EIS/EIR incorporates by reference the cumulative impact analysis contained in the 2004 UCSD LRDP EIR (UCSD, 2004a). Therefore cumulative impacts to coastal sage scrub habitat are adequately addressed and would be less than significant.

EPA also commented on the effectiveness of mitigation measure Bio-1, which would preserve Diegan coastal sage scrub habitat at a 2:1 ratio compared with removed habitat. The EPA believes that this mitigation is insufficient because it would not create, restore, or enhance Diegan coastal sage scrub habitat. The UCSD Open Space Management Program, an element of the 2004 UCSD LRDP, is intended to maintain and enhance the existing biological values within the UCSD Park. The program would be implemented at the Ecological Reserve portion of the Park, which is located on the UCSD campus, and at the discretion of UCSD at other portions of the Park. The focus is on the Ecological Reserve, due to the heightened level of protection afforded to those lands (i.e., no development allowed) and the sensitivity of the habitats contained within that part of the Park. Habitats within the Ecological Reserve include southern maritime chaparral, Diegan coastal sage scrub, chaparral, and non-native grassland. Additional lands could be added to the Ecological Reserve as mitigation for project impacts and would be managed and maintained through the following activities: (1) management and maintenance, which would include restoration/enhancement, exotic species control, erosion control, trash removal, public awareness, control of recreational activities, research and education activities, and operational protocols; and (2) monitoring, which would include habitat banking and monitoring, and sensitive species monitoring. NOAA would provide a one-time proportional payment to UCSD to fund maintenance and monitoring activities associated with the UCSD mitigation bank. Habitat would be enhanced and preserved at a 2:1 ratio to mitigate the removal of this habitat resulting from construction of the SWFSC at the preferred site. The geographic boundaries of the mitigation site within the UCSD Park/Ecological Reserve would be entered into a Computer-Aided Design (CAD)-based electronic database maintained by the campus, indicating the location, habitat type, impact quantities, and project impact name. The approved project disturbance limits would also be entered into the database along with the area dedicated in the ecological reserve for mitigation. Mitigation for Diegan coastal sage scrub habitat would occur at a 2:1 ratio (disturbed habitat:mitigation habitat), which conforms to the mitigation ratios contained in the 2004 UCSD LRDP EIR [UCSD, 2004b]. The roughly 3.4 acres of mitigation lands would consist of existing and/or disturbed Diegan coastal sage scrub habitat, which would be enhanced and restored as necessary to maximize habitat values and protect them from development in perpetuity. NOAA and UCSD believe that this type and level of mitigation is appropriate.

Impacts to Water Quality (Minor Comment): EPA also noted that the last sentence of the first paragraph on page 39 of the Draft EIS/EIR appears to be in error. EPA is correct; the sentence is incorrectly worded and is changed to “Construction effects on water quality would be less than significant.”

Response to Comment from Greg Holmes, DTSC: This letter states that the Draft EIS/EIR addresses the issues raised in the scoping comments provided by DTSC and provides contact information for DTSC staff. NOAA and UCSD appreciate these comments. The letter also mentioned that DTSC could provide guidance for cleanup oversight through an Environmental Oversight Agreement. Because the proposed construction, demolition, and construction staging sites are not contaminated, cleanup oversight will not be necessary.

3. MITIGATION MONITORING AND REPORTING PROGRAM

NOAA and UCSD would implement a number of measures to avoid or eliminate environmental effects described in this EIS/EIR. Attachment 3 provides a detailed description of each measure, the party responsible for implementing each measure, actions to monitor the effectiveness of each measure, and reporting requirements.

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**ATTACHMENT 1:
TRANSCRIPT OF ORAL COMMENTS PRESENTED AT DRAFT EIS/EIR PUBLIC MEETING,
DECEMBER 9, 2008**

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REPLACEMENT OF SOUTHWEST FISHERIES SCIENCE CENTER
DRAFT ENVIRONMENTAL IMPACT STATEMENT/
ENVIRONMENTAL IMPACT REPORT PUBLIC MEETING

TRANSCRIPT OF MEETING

NOAA SOUTHWEST FISHERIES SCIENCE CENTER
8604 LA JOLLA SHORES DRIVE
LA JOLLA, CALIFORNIA 92037

TUESDAY
DECEMBER 9, 2008

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SWFSC - Welcome and Overview

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Center for Marine Biodiversity and Conservation,
Scripps Institute of Oceanography, UC San Diego

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Also Present in Audience

Anne Elston
Meghan Donohue
Jessica Lipsky
Noel Bowlin
Mark Eberling
Cammy Ingraham
Cathy Presmyk
Doug Bennett and "Mugsy"

1 public comments and the answers to those. He'll be
2 reminding you to speak up so that he can record your
3 thoughts.

4 I'd like to introduce a few people in the room.
5 First of all, and probably most important, is our public
6 member, Mike Costello.

7 MR. COSTELLO: That's okay.

8 MS. MESNICK: He's a neighbor from Bird Rock. We
9 also have Dave Schwab from the La Jolla Light. Thanks. I
10 want to make sure I get our local papers right. So thank
11 you for coming. We have from the Southwest Fisheries
12 Science Center, Meghan Donohue is the Director of Operations
13 Management and Information. Jessica Lipsky is -- helps with
14 setting up this event, and I thank you for getting
15 everything together. Noel is actually a researcher here at
16 the lab. From NOAA we have Mark Eberling, who's from the
17 group that is overseeing the oversight of the building.
18 From Scripps, our partners at Scripps, we have Cammy
19 Ingraham, Cathy Presmyk, and Doug Bennett and Mugsy.

20 So without further ado here, let me give you a
21 brief overview. For those of you who may not know all our
22 acronym, we are the Southwest Fisheries Science Center.
23 We're part of the National Marine Fisheries Service, and
24 that is part of the National Oceanic and Atmospheric
25 Administration, which is part of the U.S. Department of

1 Commerce. So we're a federal research lab that's here on
2 the university campus.

3 Our mission is to generate the scientific
4 information that's necessary for the conservation and
5 management of marine resources in the region. NMFS operates
6 six science centers around the country. One of the unique
7 things about this -- and brilliance back when the
8 administration was founded -- was to collocate these
9 research facilities on the campuses of universities.

10 In La Jolla, the Southwest Fisheries Science
11 Center is comprised of about 200 scientists, staff,
12 contractors and students. Since the summer, we have been
13 relocated into two buildings. We've moved out half of the
14 staff that was in this building. They are now in an interim
15 facility at Torrey Pines Court, which is about a mile and a
16 half north of here just past the university. The rest of
17 the staff is remaining here.

18 As you've noticed, if you've looked around,
19 there's a lot of empty office buildings. We haven't
20 relocated the remaining people here, but we're going to do
21 so. They are going to be located in the two inland
22 buildings, and these two buildings will be vacated, the ones
23 that are closest to the eroding cliff.

24 Also on site we have a number of partners.
25 There's about an additional 80 people, and these are some of

1 the other NOAA line offices -- the Inter-American Tropical
2 Tuna Commission, and some staff on the California Department
3 of Fish & Game.

4 One of the things I always think it's important to
5 mention is the value of our collocation here with Scripps.
6 There's three primary reasons for that. The first is that
7 collocation and research collaborations with the top oceanic
8 institution in the world gives the best possible science for
9 the public good. The second reason is that it's
10 economically efficient. We share research collaborations,
11 which means we share facilities and ships. So it's the best
12 use of state and federal funds. Lastly, it's important for
13 the training of the next generation. Students that are here
14 get trained in both applied and academic science. A lot of
15 the staff at Southwest Fisheries are adjunct or have faculty
16 appointments at Scripps, and a lot of the students at
17 Scripps work in our research labs.

18 So what kind of work do we do? We do a variety of
19 different work, most of those mandated through a variety of
20 legislative laws, such as Magnuson-Stevens Fisheries
21 Conservation and Management Act, which regulates how we
22 manage our fisheries, the Marine Mammal Protection Act, the
23 Endangered Species Act, and the Convention for the
24 Conservation of Antarctic Living Marine Resources.

25 We use an ecosystem-based and multi-disciplinary

1 approach, which means that scientists here wear many hats.
2 We have biological scientists, ecologists, oceanographers,
3 and also economic research.

4 We work on a variety of species. Fisheries, in
5 that area, we assess and monitor a number of the fisheries
6 that you think of when you think of food that you eat on
7 your plate, things like tuna, billfish. We also manage and
8 work on rockfish and a number of coastal pelagics. These
9 include things like sardines, anchovies, krill and market
10 squid. What that means is we manage both the top predators
11 and the prey upon which they are based, so that there's --
12 recreational and commercial fisheries are healthy, but also
13 that the ecosystems in which they live are healthy.

14 We do work on marine mammals, distribution and
15 abundance, conservation and recovery, mainly in the
16 California current here, throughout the eastern tropical
17 Pacific, but also our scientists work globally. Marine
18 turtles -- we work across the Pacific. Some of you may have
19 heard of turtles that were tagged out here in Monterey
20 showed up to breed in Indonesia. So we do pan-Pacific
21 turtle work, as well as -- it may be a surprise that we have
22 turtles right here in San Diego Bay, and our scientists work
23 on both marine turtle conservation and conservation
24 economics.

25 We have the U.S.'s only ecosystem-based program

1 for management of Antarctic living marine resources. And in
2 addition to the kind of bread and butter, the monitoring and
3 the assessment, we do a lot of work that falls under these
4 categories of advance survey technologies and analyses.
5 This is the research and development of new methods for
6 surveying marine resources and essential habitat and pre-
7 analyzing the data.

8 Facilities. Currently -- I'll just point out a
9 few of the things we have, because often it's surprising
10 when you see a building that looks like an office building,
11 but you don't realize what's actually in that building, in
12 addition to the people. For instance, this Building D over
13 here sits on top of a large set of research aquaria.
14 Building C has a remotely operated vehicle and autonomously
15 operated underwater vehicle, a lab for the development of
16 these technologies. I'll talk about that again in a moment.

17 We also have the world's largest collection of
18 larval fishes. This is a reference collection for the
19 entire Pacific. It's used by scientists around the world.
20 That, in addition to the ichthyology collection at Scripps,
21 provides the largest collection of fish on the West Coast.

22 We have the world's largest collection of marine
23 mammal and marine turtle tissue for genetics, a resource
24 again for the entire world.

25 Our other resources are show here. We have a

1 number of vessels. This is a picture of the NOAA ship David
2 Starr Jordan. I included it here for a variety of reasons,
3 but one of which is people ask if it docks at the Scripps
4 Pier. And, no, our ships are docked with the Scripps ships
5 down at the marine facilities in Point Loma.

6 Where I wanted to close, talking about our
7 facilities, was the -- down here -- is the future. Not only
8 is this new building the future of buildings -- and you'll
9 hear about the green capabilities of the building and the
10 new ways that the building itself will take our structure
11 into the next century -- but the building also provides an
12 opportunity for us to take the research into the next
13 century.

14 The building's going to be built around a
15 technology development test facility. This is going to be a
16 centerpiece not just for regional, but a national center for
17 the development of marine technologies. These are the kind
18 of technologies, such as acoustics and optics, that will
19 enable us to monitor and assess marine resources without
20 using nets and the traditional methods. So we'll be able to
21 take remotely operated vehicles down and count the number of
22 abalone or the number of rockfish, or we'll be able to use
23 passive acoustics to monitor marine mammal populations up
24 and down the coast, or active acoustics, like fish-finders,
25 that have a research vessel go over and count schools of

1 fish and be able to assess what's in them without using
2 traditional types of nets and things.

3 These research technol- -- there's no such tank
4 that is available to do this kind of work. So building the
5 new building around the tank provides an opportunity not
6 just for the scientists, but for the research to proceed
7 into the next generation.

8 So with that, we look forward to hearing the next
9 talks. Jim is going to tell us about the process of the
10 open comment period, and then Michael will show us images of
11 the building.

12 MR. MANITAKOS: Great. Thank you.

13 MS. MESNICK: Jim Manidakos is from SRI
14 International. It's a non-profit research and development
15 corporation. He's the project manager for the La Jolla
16 Consolidation Project.

17 MS. MESNICK: Great. Thank you.

18 Okay. I'm going to talk briefly a little bit
19 about the need for the project, and then I'm going to turn
20 it over to the architect. I'll come back and go through the
21 mechanics of how you can comment. So that's coming up in
22 just a little bit. But for right now, why is the project
23 necessary? Do we have a pointer?

24 (Pause.)

25 Well, you can see we're right here in Building A.

1 There's Building B, C and D at this center built around a
2 courtyard. Obviously, B and C are very close to this cliff,
3 and close enough that there's a hazard there that they need
4 to be replaced. There's also the fact that this facility is
5 40-something years old, and doesn't meet modern life and
6 seismic standards. So there's a need for new facilities so
7 the research can move forward at the cutting edge.

8 The proposed action or project here is to move
9 from right here where we are today across the La Jolla
10 Shores Drive to the vacant hillside right across the road
11 here just north of the Keck Center for Ocean and Atmospheric
12 Research. The proposed action consists of 124,000 square
13 feet of space in a facility built also around courtyard, and
14 we'll speak of some more details a little later on. It'll
15 include 202 underground parking stalls, a big increase from
16 what's at the current site.

17 This just shows a little more detail here of La
18 Jolla Shores Drive. Here's the bend that goes up the hill.
19 Right now we're right here. The intent is to build the
20 replacement facility right in the horseshoe right here
21 across the street.

22 Then I'm going to turn it over now to Michael
23 Wilkes. He's one of the principal architects. He's with
24 Delawie, Wilkes, Rodrigues, Barker, local architects. He
25 specializes in architecture of university and laboratory

1 buildings. He's worked on a number of ones on the UCSD
2 campus here, as well as other campuses in the area. He'll
3 speak about some of the architectural design features.

4 MR. WILKES: Over the past several years, we've
5 been able to develop this project, and the blessing of
6 having the time that we've had to do this has allowed us to
7 look at many layers of interest in terms of the design. And
8 so I'm going to talk a little bit about the site, the
9 buildings, and the sustainability, and some of the things
10 that we've created for livable spaces and for science.

11 So Jim actually kind of jumped ahead. But I will
12 mention that one of the cultural things about this area of
13 the campus, and SIO in particular, is courtyards. And so
14 you see courtyards in each of these buildings, and you see
15 them farther down the hillside, and you see them at UCSD,
16 but no more so than here. This is really interesting that
17 this occurs. Actually, the culture of NOAA is outdoor
18 balconies, courtyards, and places to interact. So I'm sure
19 that frequently people bump into each other at some of these
20 intersections of stairs, and they say, hey, by the way, I
21 heard, or read, or did you see, or I heard someone did
22 something. And the synergy of accidental meetings is
23 important.

24 The design of the project, though, perhaps the
25 most important thing was to nest the project into the

1 hillside. This is a site where we would like to do as
2 little alteration to the land form as possible. But land
3 form alteration is required to accomplish this. And so what
4 you see is, instead of having a single -- this is an example
5 of perhaps more of a monolithic uniform façade building. I
6 don't want to say it's a box, but it is boxier than our
7 building. The goal was to create many facets and to create
8 a village, much like the neighboring buildings that wander
9 around and have this village character to them.

10 Is there a remote?

11 (Pause.)

12 So quickly, looking at the site, the way this is
13 designed is we're going to create a new entrance, and it's
14 exactly where the current entrance is, and so we're not
15 changing that. We will have a median so we can divide the
16 traffic, and actually put a queueing lane here so that when
17 people turn off the street, they have a place to stop before
18 they turn into the basement parking garage.

19 The building is in something of a horseshoe,
20 creating this large courtyard, which we mentioned. You'll
21 find there's sub-courtyards underneath some of these
22 elements. There was a comment, I believe, some time ago
23 that inadvertently was interpreted to believe, when we said
24 we had a green roof, that we meant it was painted. When we
25 say a "green roof," it has plants on top of the roof. So

1 the hillside will actually flow down and extend across the
2 top of the building. It's going to make the building look
3 smaller from above. Of course, it has a lot of environ-
4 mental advantages for us.

5 Now, the entire hillside when we're done will be
6 revegetated with native plant materials indigenous to this
7 immediate area, and then a few others that are regional to
8 us that might be slightly farther away. But it will be
9 restored to its state, in fact, we believe much better than
10 it is now, and the invasive plants removed.

11 So we have an entrance in this location, which is
12 the pedestrian entrance, an entrance to the garage -- we'll
13 see this later in just a moment -- this large deck, and the
14 building wrapping around in roughly this C-shape, mechanical
15 equipment hidden behind the building and low so that there's
16 no rooftop mechanical visible from any location.

17 I'm not going to spend a lot of time on the
18 building floorplans, but I think it's important to
19 understand that, as I said, we had a number of layers of
20 decision-making to design this building, some great
21 opportunities. And one is daylighting. We want to harvest
22 daylighting for sustainable reasons. Therefore, the
23 building would like to be as narrow as possible. And so
24 what you see is these very narrow wall sections that allow
25 us to bring light in all the way around. So almost every

1 office has a window or direct access to a window by looking
2 through another space.

3 You see that even though form at the next level is
4 a little larger, these are our labs on the east side. Why
5 labs on the east side? Well, they don't have west sunlight.

6 Some things are photo-sensitive in labs, not always, but
7 you'd like labs to have a better control of light and not
8 direct sunlight. Of course, on the west side, we all know,
9 even tonight, we had pretty harsh sunlight as the sun was
10 going down.

11 We have a very interesting seminar room in this
12 location. It'll be shared for public occasions, for
13 lectures, and for in-house meetings. It is around -- it is
14 on the edge of a large courtyard. Then we have these
15 smaller courtyards within that. So we have the larger one,
16 more intimate courtyards that the offices look out into.

17 One of the things we've really worked hard on this
18 project is to fully conceal the parking. We have about 200
19 parking spaces. We know that no one wants to look at a
20 parking lot. So what you'll see -- and we'll see this in a
21 moment -- is these are offices facing the street, this is a
22 library in fact, and all the parking is buried inside the
23 building, underneath. Again, going down one more floor,
24 parking is buried into the hillside. This is our entry
25 element, and these are all research labs at that area that

1 have direct access and need to be adjacent to the dock
2 area. The dock, by the way, is concealed underneath the
3 building rather than being an outdoor open dock.

4 This is our lowest level. It's the basement
5 level. This is that tank that we've talked about. Again,
6 it's in the hillside, so you don't see it. It doesn't
7 actually have windows or anything we'd want to project to
8 the outside. It also provides us with a fair amount of
9 relief from noise and vibration and sounds and things like
10 that that might interfere with the research. So this is
11 entirely a basement below the building.

12 Returning just to the elevations so you can
13 understand, again, here was the shape that -- that J-shape
14 that wraps around. Now looking at it as though you were
15 above La Jolla Shores Drive looking down, you can see this
16 deck. This is an upper deck. All of this would be the
17 green space. This is a lunch area. This is the meeting
18 room, the library and the entrance. And again, this is a
19 wall that screens the entry ramp into the garage.

20 Once more from above, this is a good one that
21 indicates the green roof areas and the deck areas, and also
22 the photovoltaics. We're working with San Diego Gas &
23 Electric. It's entirely possible that we'll have a joint
24 effort photovoltaic farm on the roof. We're doing natural
25 ventilation for many, many of the offices and space. The

1 labs, of course, can't be naturally ventilated, but many of
2 the offices can, and they'll have individual control for
3 additional fans, as it turns out, and operable windows.

4 And a look as though you were across the street or
5 in the middle of the street looking at the building.

6 I want to point out that the building will have
7 sunscreen elements that match the wood colors of the
8 neighboring buildings. This building is large enough that
9 wood is not a practical material for us. But we can use
10 concretes that match the adjacent buildings. And we can use
11 -- in this case, we're exploring terra cotta eyebrows that
12 will screen the windows. And because it has a texture, the
13 traditional terra cotta texture and that brown color, we
14 have a wide range of colors we can very closely match the
15 colors of the adjacent buildings.

16 This is a view that does show how the hillside
17 slopes down. It would just ideally appear as though it ran
18 across the roof. Mechanical hidden in the back of the
19 building where it's not visible. And you can now see the
20 photovoltaics. Again, they're also concealed from view.

21 Now, one of the concerns -- and I live in
22 La Jolla, so I know the concern of view -- and so the entire
23 process has been pushing this building down as low as we
24 can. Now, most of us, when there's no cars -- this is a
25 Sunday -- this is the view we think of as the grand view.

1 This is the berm as you approach the hill. The berm will be
2 fully retained because it's an important part of not only
3 screening the building, but saving some really excellent
4 small Torrey pines that eventually we think will mature. If
5 you were standing on the sidewalk and actually sort of
6 leaning over the edge of the sidewalk, this is the view you
7 would see, and this is the view with the building in place.
8 So you can see the blue water view that we're all concerned
9 about even walking on this sidewalk has been retained.

10 Now, typically there are cars there, so you really
11 can't see that view in a clean panorama. But on the
12 occasions that you were walking down the hill, this would be
13 essentially the view you would see. And then just a closer-
14 up view to show how that works. So we will break in
15 slightly into the blue water, but we're not going to be
16 extending up and interfering with the horizon views.

17 Then this is a section that indicates how that
18 works. These are our parking levels stacked in the
19 hillside, library, multi-purpose, directors' offices, all
20 facing the street. So we have an active façade rather than
21 a garage façade. And likewise, on the other side, the
22 hillside sloping up, and we have facades that are offices
23 and labs facing that side.

24 Let's just skip past that.

25 One more thing. As I mention, the berm -- and

1 this shows how the berm works, and it shows its relationship
2 to the top of our building to the top of the berm. There
3 will be a meandering trail that comes down and is integrated
4 into the site. It's part of a -- although it's not defined
5 to have the Scripps ladder here, we're actually creating
6 part of the Scripps ladder in this meandering trail. And
7 again, you'll be walking between Torrey pines and native
8 vegetation. There'll be some outlooks and some informa-
9 tional areas where we'll provide some data on the
10 restoration process, and also the plant materials and why
11 those plant materials were selected.

12 Just some things that begin to -- slides never
13 actually do justice to -- the color of the wood isn't
14 actually quite this yellow, but you see the buildings across
15 the street, the shingle buildings of Keck and the other
16 wood-stained buildings. We're going to match those very,
17 very closely in terms of the color of elements of our
18 building. Then the concrete -- although this is, again, not
19 such a good color -- but if you've seen the new Music
20 Building at UCSD, it has the colton-three very warm
21 concrete, not the blue-gray cold concrete.

22 And now back to Jim.

23 MR. MANITAKOS: Thank you.

24 Okay. Thank you. Now I'm just going to briefly
25 talk before we open it up to public comment. As part of the

1 draft environmental impact statement/environmental impact
2 report, we're required to look at a number of alternatives,
3 which we have done. Of course, the first one is bluff
4 stabilization, which would mean putting a lot of concrete
5 out here on the bluff and on the -- that's on the beach.
6 It's not a very good option from an environmental
7 standpoint, and I think NOAA rightly rejected that.

8 We also looked at rebuilding on this property
9 right here, and also at several other locations up here, the
10 hillside neighborhood, the deep-sea drilling site, which is
11 over across here. Unfortunately, none of those really
12 provide the space we need to build the size of facility we
13 want. They just cannot accommodate the size of facility we
14 need.

15 We also looked at going off-campus onto leased
16 office and research space. That's got its own problems.
17 Although space is available or probably could be made
18 available, it would sever the link to the -- the ties to the
19 -- close ties to the campus here, and that's one of the main
20 reasons for being here is to promote that research. We
21 don't want to do anything that creates space between that.

22 So we looked at a number of facilities. None of
23 them have any of the advantages that we see in the proposed
24 action.

25 We also looked at a number of different things. I

1 won't go over all of these. These are all the topic areas
2 we looked at. In some cases, we had no impact in that
3 area. Others we had some impacts that we were able to
4 mitigate. In only one case did we find an impact that could
5 not be mitigated to a less than significant level, and I'll
6 go into a little bit of detail.

7 I won't read all of these, but some of the
8 important things are soil erosion and storm water runoff,
9 especially during construction. We will be providing best
10 management practices and preparing a storm water pollution
11 prevention plan during the construction period to control
12 runoff so it doesn't flow down the street, doesn't wash dirt
13 onto the roads or into the drainages. After construction,
14 the site will be designed with the green roof which retains
15 water and slows down the flow, as well as there will be
16 retention vegeta- -- what we call rain gardens or retention
17 areas around the perimeter of the building, where the storm
18 water will go and either infiltrate into the ground or
19 slowed down so that the runoff off-site does not increase
20 after construction occurs.

21 There will be the Diegan coastal sage scrub
22 vegetation that will be removed about one and a half acres.
23 We will be preserving habitat, the skeleton canyon preserve,
24 at two-to-one ratio to off- -- to mitigate that impact.

25 To talk about biological, we have done two rounds

1 of surveys for gnatcatchers, which are endangered bird
2 species. At the site, they've both come up negative, so we
3 don't expect any. But to make sure, we will be doing pre-
4 construction surveys to make sure we're not disturbing any
5 nest of the gnatcatcher or of raptors that might be nesting
6 in the area.

7 Michael talked a little bit about some of the
8 changes we're going to make to traffic generation to make
9 sure the flow is good. The number of employees, there will
10 be very little increase, basically people moving across the
11 street. So the amount of traffic generation is somewhat
12 minimal. To help make sure, we're going to open up a left
13 turn from Shellback onto La Jolla Shores Drive. We're going
14 to reconfigure that intersection with two wide lanes with a
15 median in the middle to allow easy traffic movement.

16 There is an area where equipment staging occurs in
17 front of the Keck Center for Ocean Atmospheric Research.
18 There will be bollard seats, which are where -- seats where
19 you can put bollards in. So when they're doing that stage,
20 the Keck people will be able to close off that area and
21 route traffic around so it won't be a conflict with that, so
22 that the two facilities can coexist.

23 Parking. Right now, there are about 30 parking
24 spaces at the current facility. Over across the street,
25 there'll be about 202 underground parking spaces, a big

1 increase, which should really help the overflow onto the
2 La Jolla Shores Drive, La Jolla Shores Lane, and the other
3 streets in the area.

4 We can talk about some of these, but I don't want
5 to spend too much time. There is -- we will be working with
6 the UCSD Fire Marshal to notify him of construction and any
7 restrictions on the roads so that they're aware of all that,
8 and they can make -- they're prepared to handle that in case
9 an emergency arises.

10 When we do demolish Buildings B and C here, we'll
11 be doing a significant amount of recycling. We'll be
12 removing asbestos and lead paint that's accessible from them
13 prior to it. We'll be recycling steel and wood and other
14 parts to an extent possible.

15 All of this is gone over in detail in the EIS/EIR.
16 We'll be happy to answer questions about that.

17 In terms of the environmental review process, it's
18 a fairly long process governed by federal and state law.
19 But we are fairly far into it. Back in February, we
20 officially notified the world that we were going to enter
21 the environmental process by publishing a notice of intent
22 and notice of preparation. We held a scoping meeting right
23 here in this room, as well as met with some local community
24 associations to get their input as to what issues are
25 important and to address those in the document. Now the

1 Draft EIS/EIR is available on the street. We'll be
2 accepting comments on it through January 12th. I will talk
3 to you a little bit about how you can supply comments.

4 We will prepare a Final EIS/EIR. They'll include
5 any comment you give, and you'll get an official response to
6 it. Then UCSD and NOAA will make a decision sometime next
7 year on how to proceed.

8 Just again, we mailed out some copies of it, some
9 CDs with copies to a number of people, anyone that signed up
10 during the scoping process. Also, if you want to give us
11 your name, we'll be happy to mail one of those to you. Also
12 it's available on the web that UCSD graciously put on their
13 site. And here's the web address where you can see it
14 online.

15 The comment period will end on January 12th.
16 We'll accept any comments we receive that are postmarked
17 before that date or that we receive via e-mail at that
18 date. Here is the address where you can submit comments.
19 It's to Anne Elston, who works for SRI, and is right here.
20 She'll be happy to receive any by mail or by e-mail. This
21 information, I believe, is in your packet. There is also a
22 pre-addressed mailer in there that you can use to send in to
23 us that has the address.

24 We're also having comments -- we're -- a
25 transcript being made here tonight. So feel free to come up

1 and comment. We do ask that if you want to make comments,
2 you fill out -- in that blue folder you got, there's a
3 speaker card. If you want to fill that out and pass it up
4 here, we'll call you, and you can come up here and speak,
5 and we'll be happy to listen and answer any questions that
6 we can.

7 That's what I had. If anyone wants to speak, feel
8 free to fill out one of those cards and come on up. Don't
9 everyone be bashful.

10 (Pause.)

11 MR. COSTELLO: Thank you. Yeah, thanks a lot.

12 MR. MANITAKOS: Why don't you give us your name
13 and address.

14 MR. COSTELLO: Mike Costello. I'm not
15 representing the La Jolla CPA, of course, but I'm here as a
16 member of the community. But this will come before us, and
17 a couple of the issues that Mike always seems to have on his
18 agenda is that I'm concerned with bluff erosion. So I'm
19 really happy that you're getting the building away from the
20 bluffs, and that when you get to the demolition stage,
21 that's probably where I'd be a little more interested in
22 what you're going to do, because it's going to be really
23 exciting watching all that equipment work that close to the
24 edge of the bluffs.

25 The other issues I usually -- I have historically

1 would be things like parking and traffic. I think you did a
2 pretty decent job of having that little kind of a sheltered
3 area. I don't know if you want to flash that architectural
4 drawing of the entrance. I thought that was a really good
5 idea.

6 (Pause.)

7 Well, the overhead. Actually, a lot of these seem
8 to show it. That's a really nice idea to have that little
9 sheltered area there, because as you all know what rush hour
10 traffic's going to be like going up and down that hill.
11 It's also a really nice idea to have all the parking
12 underground on-site instead of over at deep sea drilling or
13 something like that, or across the road. I thought that was
14 a really good idea.

15 Especially wonderful about the whole project is
16 the number one concern, the saving of the view. You did a
17 wonderful job there. That was everyone's -- I don't know
18 about everyone -- but that seemed to be a predominant
19 concern of most of the people that I've talked to about this
20 project is -- the first thought everyone has is that this
21 would be a building obstructing whatever view -- I'm sure
22 there's a berm here, but people had ideas of, you know, a
23 monster six-story building going up there. That's
24 especially nice of you to do what you've done there, and the
25 flat roof, and keep it on the level of whatever slope is

1 there now. That's really nice. I think that goes a long
2 way to show how cooperative you are with the community and
3 wanting to stay members of the community. That's really
4 nice.

5 The green -- literally green roof -- I thought was
6 a nice idea. Kind of sharing the sunlight with the
7 photosynthetic plants and the photo cells seems a little bit
8 of a conflict, but, you know, you have to make compromises,
9 I guess.

10 All in all, I thought that's really nice. Again,
11 applaud you for the saving -- view-saving feature. I think
12 that's the best part of it. The other thing is, build it
13 big enough. If you can tuck another couple offices and labs
14 in there, you might want to do that too. My experience is
15 when you put in a new building somewhere, it's occupied
16 completely by the time you finish construction.

17 So all in all, thank you very much.

18 MR. MANITAKOS: Thank you for your comments.

19 Why don't you come up here and give us your name.

20 MR. SCHWAB: Well, as a detached observer, I don't
21 have comments, I have questions.

22 MR. MANITAKOS: We love questions. Just state
23 your name.

24 MR. SCHWAB: Dave Schwab, reporter with the La
25 Jolla Light newspaper.

1 MR. MANITAKOS: Okay. Okay, that's good.

2 MR. SCHWAB: My purpose is not to comment one way
3 or another, good, bad, indifferent. Two hundred -- at first
4 blush, 202 parking spaces seems like a lot to me. Maybe
5 it's just most of the projects I've covered have 30, 40,
6 50. So that seems like a big number to me. How many
7 employees is that going to accommodate, and what is the size
8 of the structure? It looks like you've got a couple
9 different levels underground.

10 MR. MANITAKOS: Yeah. I believe Michael can
11 probably --

12 MR. WILKES: There's three levels of underground
13 parking. The parking totals 80 -- not quite 90,000 square
14 feet -- just about 90,000 square feet.

15 MR. SCHWAB: How much existing parking right now?

16 MR. WILKES: Here today? Twenty-eight spaces.
17 But the park the remainder of the 200 cars up La Jolla
18 Shores Drive.

19 FEMALE VOICE FROM AUDIENCE: And on the lane.

20 MR. WILKES: Or on side streets. So this is
21 solving a problem, the reason for the huge increase. It is
22 going to solve some problems, and I know that the people are
23 living right here, this side street, is one that you heavily
24 park. I'm sorry, I don't know the name of that street.

25 FEMALE VOICE FROM AUDIENCE: La Jolla Shores Lane.

1 MR. WILKES: Lane. So currently you have parking
2 on both sides of the street starting just about the
3 termination of the berm on the east and continuing all the
4 way up and around. So this will take 200 cars off the
5 street and put them in the building. Keeping in mind that
6 the population is around 283. Some people are at sea, some
7 people are away researching, some people are on vacation or
8 sick. So we're going to come very close to parking all of
9 the employees on-site. We're not going to park all of them,
10 but we're going to get very, very close, I would think.

11 MR. SCHWAB: Okay. Cost of the project, and who
12 pays for it?

13 MR. MANITAKOS: Okay. I think Mark Eberling --
14 the easy answer is the federal government, but Mark Eberling
15 can probably --

16 MR. EBERLING: It's a federally funded project.
17 We're anticipating --

18 THE REPORTER: Can you come up?

19 MR. EBERLING: Sure. Mark Eberling, and I'm the
20 NOAA project manager for design and construction. It's
21 fully funded federally based on appropriations from
22 Congress. We do not have those funds yet. We're
23 anticipating or hopeful that we'll receive our funding in FY
24 -- fiscal year 2009 and 2010, to begin construction in March
25 of 2010.

1 MR. SCHWAB: That was one of my next -- time lines
2 -- the project -- you're looking for it to be totally
3 completed when?

4 MR. EBERLING: Construction starting in March of
5 2010, with the completion estimated for March of 2012. So
6 it would be a two-year construction window.

7 MR. SCHWAB: Oh, what kind of government review
8 does it get? Is it going to have to be reviewed by the City
9 Planning Commission and the City Council ultimately, or is
10 this -- because it's a federal project, it's on a different
11 process?

12 MR. EBERLING: We've had to go through a number of
13 university committees. It will eventually have to go to the
14 Coastal Commission for their review.

15 MR. SCHWAB: How about the local planning groups,
16 will you --

17 MR. EBERLING: We've actually presented it to the
18 local committees. I'm not aware of any approvals that are
19 necessary from those committees, but we certainly want to
20 inform them fully.

21 MR. MANITAKOS: The approvals are within the
22 university and within the federal government.

23 MR. EBERLING: And ultimately, since it is a
24 ground lease from the university, we'll have to go to the
25 regents as well.

1 MR. SCHWAB: Okay. So you won't have to go like
2 to the Planning Commission or the City Council. You'll have
3 to go to the regents.

4 MR. EBERLING: That's correct.

5 MR. SCHWAB: Thank you. Just the last meeting I
6 was at, the primary concern from the public was concern
7 about the view corridor being disturbed, and I think you've
8 answered that.

9 MR. MANITAKOS: I think the architects have done a
10 really good job of taking that into consideration. From
11 early on, that was an important consideration, and obviously
12 they've addressed that in a pretty successful fashion.

13 MR. SCHWAB: And such a beautiful view going down
14 this road, I don't think anybody wants to see it disturbed,
15 or wants it disturbed as little as possible.

16 Yeah, I think that's really all I had.

17 MR. MANITAKOS: Anyone else? Speak up.

18 MR. COSTELLO: Will you bring this back to the
19 La Jolla CP- --

20 MR. MANITAKOS: Come up here and just give us your
21 name again.

22 MR. COSTELLO: Mike Costello again. Will you
23 bring this back to the La Jolla CPA for one last shot, or
24 the Town Council?

25 MR. MANITAKOS: I don't know if there are plans to

1 meet with them. I don't know what the schedule is. I guess
2 if they wanted to hear more, I'm sure that the federal
3 government, NOAA and UCSD are willing to do -- communicate
4 or meet with them or answer their questions. But I don't
5 know of any plans for a formal meeting with them, or as far
6 as I know --

7 MS. PRESMYK: I'm not aware of any plans.

8 MR. COSTELLO: It would be a politically sensitive
9 thing to do to give an information only.

10 MS. PRESMYK: I'm sure that could be arranged.

11 MR. COSTELLO: Sure. And it's like David Schwab
12 was just saying, and I was trying to say before, the way you
13 have the building hidden below the berm is probably going to
14 be the most important thing that you could say, and then
15 getting the cars off the street, like I was saying with the
16 parking and David was saying. I think any opposition is
17 probably going to come from those few little areas there.
18 And just by putting that out there, I think you've diffused
19 a lot of the feelings.

20 MR. MANITAKOS: Anyone else? Going once, twice,
21 three times. Last chance. Okay. Well, I think we can
22 close the meeting. Thank you. We'll --

23 MR. SCHWAB: Oh, did you say what the cost was?

24 MR. EBERLING: The estimated construction cost
25 right now is \$84 million. The project budget includes --

1 all-inclusive is right now \$104 million.

2 MR. MANITAKOS: And that calls out the planning
3 and design and project management work and all that.

4 MR. SCHWAB: And you think it would be completed
5 in spring of 2012?

6 MR. EBERLING: Right. That's the projection at
7 this point, dependent, of course, on appropriations.

8 MR. SCHWAB: Is there anything that could inter-
9 fere with that?

10 MR. EBERLING: Congress. We're hopeful that --

11 MR. SCHWAB: Well, we live in very uncertain
12 economic times.

13 MR. EBERLING: Exactly.

14 MR. SCHWAB: Nobody knows --

15 MR. EBERLING: That's the wildcard. You're very
16 correct.

17 MR. MANITAKOS: You want to come up and --

18 MS. GAASTERLAND: I'll just talk loudly from right
19 here.

20 THE REPORTER: You really need to come up.
21 I can't record you from way back there.

22 MS. GAASTERLAND: Terry Gaasterland. I'm a
23 scientist at the Scripps Institution of Oceanography. Since
24 this new building is going to be a neighbor and closely
25 associated with Scripps, it would be really wonderful if it

1 has facilities inside of it to create more interactions
2 between the Scripps scientists, the university scientists
3 and the fisheries scientists. So I'm wondering if now is
4 the time to influence that, or if that's something that
5 happens later down the road.

6 MR. MANITAKOS: It's not too early. I think maybe
7 the architect -- you know, part of the whole idea of
8 scientific collaboration is that you want to encourage
9 people to be in a physical setting where they mix with one
10 another and communicate with one another. You can accident-
11 ally -- I'm sure a lot of the best conferencing comes
12 accidentally as opposed to formal things where people are
13 more guarded.

14 I think Michael Wilkes can speak a little bit
15 maybe about the idea of encouraging that in the design.

16 MS. GAASTERLAND: For example, will there be a
17 cafeteria or restaurant or buffet of some sort that people
18 can use?

19 THE REPORTER: I'm sorry. I really can't record
20 you back there, and I have to type this.

21 MS. GAASTERLAND: Okay. So an example would be,
22 at SIO, there's actually no place for people to go eat other
23 than small outside coffee carts and a snack bar down near
24 the beach. Something that would really bring people
25 together, I'm sure, would be a sit-down sort of cafeteria

1 style place for people to eat. That could be a real draw in
2 many ways and have a big benefit to the community.

3 MR. WILKES: Michael Wilkes again. Meghan may
4 want to talk to that. But there are two questions, I
5 think. Yes, first is the place where you can have that
6 synergistic meetings to occur. And there is. We have a
7 seminar room that will seat a little over 200. It can be
8 divided into smaller rooms. We can seat, I think, 85 in one
9 scenario, and then the others are smaller variations. So
10 three different sizes in that case. And this spills out
11 into the deck, so it could be -- if it's a meeting,
12 reception and a lecture, it's really established for that,
13 and you have direct access from the arrival floor going up
14 two levels to that. Of course it has the panorama, so it's
15 even the best of all worlds.

16 On the other side, though, with regard to a
17 cafeteria, there is no plans for a cafeteria. We have a
18 lunch room that's probably about the size of this room, I
19 would say, with a large deck outside that faces to the
20 view. But it isn't entire -- isn't planned to have food
21 preparation on-site.

22 MR. MANITAKOS: Is this the seminar room in the
23 back?

24 MR. WILKES: This is the seminar room in this
25 location. Actually, the glass wraps all the way around.

1 It's screened on the west side with louvers that will filter
2 the light. So you have this view directly to La Jolla Cove
3 from the south end of that. Then below it is the library,
4 and then the arrival level. So you can actually come in,
5 and there's a stair you can travel up and land at this
6 level, or elevators that would convey you up to the third
7 level.

8 MR. MANITAKOS: Okay. Any more questions?

9 (No responses.)

10 MR. MANITAKOS: Okay. Well, I think some of us
11 will be here for a few minutes more, so you can informally
12 talk to us. However, if you do want to be on the record and
13 get into the public record for the environmental process,
14 please send in your comments by e-mail or by mail using the
15 mailer in your folder. Everyone that sends a comment in by
16 January 12th will get an official response. So I encourage
17 you to do that, and we'll be here for a few minutes. We can
18 answer your questions informally after the meeting. But
19 thank you very much for showing up.

20 MR. SCHWAB: Oh, where is the Draft Environmental
21 Impact Report viewable? Is it like at the library or
22 online?

23 MR. MANITAKOS: Well, it is at the libraries.
24 There are copies at the library.

25 MR. SCHWAB: Like the La Jolla Library and the --

1 MR. MANITAKOS: There's the University Branch, the
2 North --

3 MS. PRESMYK: University City, La Jolla, Geisel,
4 and it's online.

5 MR. SCHWAB: What's the website you can go to?

6 MR. MANITAKOS: This right here is it. I'll leave
7 this up. This is the website, UCSD's website.

8 MS. PRESMYK: Is that website in the packet on a
9 piece of paper?

10 MR. MANITAKOS: I don't know if it is. I don't
11 believe it is. Unfortunately, we should've thought of that,
12 but we didn't think of it. So this is it right here.
13 That'll take you right to it. It's on there in a bunch of
14 chapters that you can download.

15 MR. SCHWAB: Can you get to that from the regular
16 university website?

17 MR. MANITAKOS: From any website. This is the
18 whole world. Anyone, if you've got internet access, can get
19 to it. There's no --

20 MR. SCHWAB: I mean it's like a subsection of the
21 university website.

22 MR. MANITAKOS: Right.

23 MS. PRESMYK: It's actually the Physical Planning
24 Department at UCSD. So if you go to UCSD, just go to
25 Physical Planning, and you'll find it under environmental

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documents, under reviews.

MR. WILKES: Cathy, is it going to be physicalplanning@ucsd.edu, or --

MS. PRESMYK: That's our web link. I'll be honest with you, that looks right to me, but I --

MR. MANITAKOS: I think it is. Yeah, let's give it a try.

(Pause.)

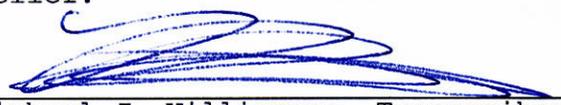
THE REPORTER: Are we done? Should we go off the record?

MR. MANITAKOS: Yes.

(Meeting adjourned at 7:02 p.m.)

CERTIFICATE

I certify, under penalty of perjury, that the foregoing is a verbatim transcription prepared from the electronic sound recording produced at the proceedings in the above-entitled matter, and is a true and accurate transcript of said proceedings to the best of my ability and belief.


Michael J. Williamson, Transcriber

Dec. 16, 2008
Date

**ATTACHMENT 2:
WRITTEN COMMENTS RECEIVED DURING THE DRAFT EIS/EIR COMMENT PERIOD**

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Subject: Fwd: DOING SUCH A BAD JOB OF ALLEGEDLY "PROTECTING" MARINE LIFE WHY?

From: bk1492@aol.com

Date: Wed, 26 Nov 2008 17:44:14 -0500

To: anne.elston@sri.com, americanvoices@mail.house.gov

i do not favor spending more tax dollars on this overbuilding plan. i think repairs can be made but this agency is not doing the protective job it should be doing anyway. so we could just fire them all until we get an agency fully empowered to protect the oceans and the life in it. species are dropping into extinction every day. the oceans are full of garbage and toxic pollutants. noaa is ineffective so why a new building. to house more non effective employees - doesnt make sense.

b.s achau

15 elm st

florham prk nj 07932



San Diego County Archaeological Society, Inc.

Environmental Review Committee

1 December 2008

To: Mr. Mark Eberling
Responsible Project Engineer
NOAA Western Regional Acquisition Division
7600 Sand Point Way NE/WC3
Seattle, Washington 98115-6226

Subject: Draft Environmental Impact Statement/Report
Replacement of Southwest Fisheries Science Center, La Jolla, California

Dear Mr. Eberling:

I have reviewed the cultural resources aspects of the subject DEIS/DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIS/DEIR, we agree with the impact analysis and mitigation measures for cultural resources, with the following two modifications:

1. The monitoring program in mitigation measure Cul-6, on page 95, should include both archaeological and Native American monitors.
2. We recommend that the archaeological and Native American monitors also be present during any geotechnical testing, as this will give a degree of earlier insight into what, if any, subsurface resources may exist.

Thank you for including SDCAS in the public review period of this project's environmental documents.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: ASM Affiliates
SDCAS President
File



DEPARTMENT OF THE ARMY

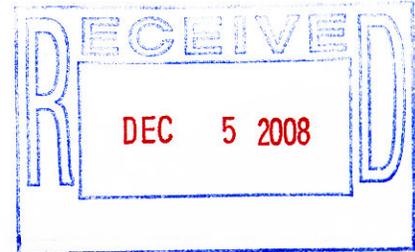
SAN DIEGO FIELD OFFICE
6010 Hidden Valley Road, Suite 105
Carlsbad, CALIFORNIA 92011

December 2, 2008

REPLY TO
ATTENTION OF:

Office of the Chief
Regulatory Division

Anne Elston
Environmental Research Analyst
SRI International
333 Ravenswood Avenue, G 234
Menlo Park, California 94025-3493



Dear Ms. Elston:

It has come to our attention that you plan to replace the NOAA Science Center with a new 124,000 square foot building located on 3.3 acres of undeveloped parcel. This project is located on the campus of Scripps Institute of Oceanography, which is part of UCSD, in the City of La Jolla, San Diego County, California. This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material;

c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) any combination of the above.

Please visit our website at www.spl.usace.army.mil/regulatory for a permit application and to view additional information regarding our regulations. If you have any questions, please contact Lanika Cervantes of my staff at 760.602.4829 or via e-mail at Lanika.L.Cervantes@usace.army.mil. Please refer to this letter and SPL-2008-01185 in your reply.

Sincerely,

A handwritten signature in black ink, appearing to read "Therese O'Rourke". The signature is fluid and cursive, with a large initial 'T' and 'O'.

Therese O'Rourke
Chief, San Diego Section
Regulatory Division
U.S. Army Corps of Engineers



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

January 6, 2009

Catherine Presmyk
University of California San Diego
9500 Gilman Drive
La Jolla, CA 92093-0074

Subject: Replacement of National Oceanic and Atmospheric Administration Southwest Fisheries Science Center
SCH#: 2008021053

Dear Catherine Presmyk:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on January 5, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street

San Francisco, CA 94105-3901

January 12, 2009

Anne Elston
SRI International
333 Ravenswood Avenue, G 234
Menlo Park, CA 94025-3493

Subject: Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for Replacement of National Oceanic and Atmospheric Administration, National Marine Fisheries Service Southwest Fisheries Science Center, La Jolla, California (CEQ # 20080481)

Dear Ms. Elston:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act. Our detailed comments are enclosed.

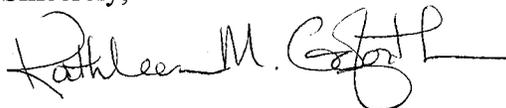
The National Oceanic and Atmospheric Administration (NOAA) proposes to relocate its Southwest Fisheries Science Center (SWFSC) to an undeveloped site across the street from the existing site, since the existing facility is located at the edge of a 180-foot eroding high coastal bluff. The DEIS/EIR evaluates this proposed action and a no action alternative.

EPA commends NOAA for proposing a high performance green building which will be certified Silver per the Leadership in Energy and Environmental Design (LEED) green building rating system. The proposed facility's roof will include a photovoltaic farm and a green roof planted with vegetation. While we commend this proposal, we have concerns regarding impacts to air quality from construction emissions. We also have concerns regarding mitigation for impacts to Diegan coastal sage scrub, a sensitive vegetative community, and request additional information regarding cumulative impacts to this resource. We have rated the DEIS as Environmental Concerns – Insufficient Information (EC-2) (see enclosed "Summary of Rating Definitions").

EPA appreciates the opportunity to review this DEIS/EIR. When the Final EIS is released for public review, please send one copy to the address above (mail code: CED-2). If you

have any questions, please contact me at (415) 972-3521, or contact Karen Vitulano, the lead reviewer for this project, at 415-947-4178 or vitulano.karen@epa.gov.

Sincerely,

A handwritten signature in black ink that reads "Kathleen M. Goforth". The signature is written in a cursive style with a long horizontal line extending to the right.

Kathleen M. Goforth, Manager
Environmental Review Office (CED-2)

Enclosure: Summary of EPA Rating Definitions
EPA's Detailed Comments

cc: David Lawhead, California Department of Fish and Game

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

Air Quality

Impacts from truck emissions

EPA is concerned about impacts from truck emissions to possible nearby receptors. The proposed project will remove 127,000 cubic yards of soil from 3.3 acres of the site. The DEIS states that there will be an average of 928 daily tandem haul truck trips during the 5-month grading phase (Table 6, p. 56). If this is correct¹, this will result in approximately 2 trucks leaving or arriving at the site every minute for 5 months (assuming an 8-hour day).

In our scoping comments (letter dated March 19, 2008), we suggested that the DEIS evaluate emissions impacts from diesel particulate matter (DPM) and disclose the available information about the health risks associated with vehicle emissions and mobile source air toxics (see <http://www.epa.gov/otaq/toxics.htm>). No information is included regarding these potential health impacts. We note that diesel exhaust is classified by EPA as a “likely” human carcinogen at environmental exposure levels². Exposure to diesel exhaust may contribute to respiratory irritation and lung damage. Because of the volume of trucks that will be visiting the site during the site preparation phase, it is important to disclose, and minimize where possible, potential health impacts to receptors along the likely truck route.

Recommendation: The FEIS should disclose potential health impacts from the steady stream of diesel haul trucks during the 2.5 year construction phase of the project, and especially during the 5-month grading/site preparation phase. Identify the likely truck route and likely destination of the 127,000 cubic yards of soil that will be removed, and identify proximity of the haul truck emissions to potential residential receptors and sensitive receptors, such as schools, hospitals, day care facilities, and nursing homes. If possible, assign a truck route that will minimize exposure to receptors. Other mitigation measures could include establishment of an activity schedule designed to minimize traffic congestion around the construction site, and locating staging areas away from receptors.

General conformity

The project site is located in an area designated as nonattainment for the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS or standard). The DEIS states that the ozone NAAQS classification for the San Diego Air Pollution Control District (SDAPCD) is “serious nonattainment”; however, this area is currently classified as “basic nonattainment” for the 1997

¹ The DEIS contains some contradictory information regarding the number of trucks per day predicted during the grading/site preparation phase. Page 56 states 928 average daily trips during the 5-month site preparation, p. 64 states there will be 64 truck trips per day during site preparation, and p. 55 states there will be 12,700 round trips (25,400 single trips) during the 5-month period, which equates to roughly 196 trips/day assuming a 6 day work week.

² EPA, 2002. *Health Assessment Document for Diesel Engine Exhaust*. Available: <http://www.epa.gov/ttn/atw/dieselfinal.pdf>

8-hour ozone standard. In response to a December 2006 D.C. Circuit Court decision, EPA is in the process of determining how we will reclassify this area. In early January 2009, EPA signed a rulemaking proposing to classify the area as "moderate" nonattainment; however, we don't expect a final action until August 2009. Current air quality monitoring indicates that the San Diego nonattainment area will not meet the standard by the required 2010 moderate area attainment date, mandated by the Clean Air Act, so the California Air Resources Board is likely to need to request a higher classification for the area, in order to obtain more time to attain the 1997 ozone standard. Additionally, EPA tightened the ozone standard in March of 2008 and is in the process of making designations as to which areas meet and do not meet that standard. We expect to finalize these designations in March 2010. The monitored ozone levels in the San Diego air basin are well above the revised 2008 ozone standard.

Because the project will emit oxides of nitrogen (NO_x) from 265 to 349 tons per year, which will exceed all de minimus thresholds, National Oceanic and Atmospheric Administration (NOAA) will prepare a Federal conformity determination (p. 64). The DEIS states that NOAA will submit this determination to EPA for approval (p. 66). Per 40 CFR 93.155, NOAA is required to provide EPA Region 9, in addition to other agencies, a 30-day notice which describes the proposed action and NOAA's draft conformity determination on the action. This conformity determination process for ozone should be completed before the Federal action begins. EPA is available to consult with NOAA, as needed, on this determination, however we do not approve general conformity determinations. NOAA is responsible for making the conformity determination and ensuring compliance with Clean Air Act regulations.

Recommendations: Update the FEIS to reflect current NAAQS designations and EPA's role in general conformity determinations. Please indicate the approximate timeframe for this determination. While it is not required, we find it helpful to have this determination as part of the NEPA documentation.

EPA also recommends NOAA consult with SDAPCD to determine whether the proposed mitigation measures comport with SDAPCD rules and guidelines. EPA recommends that NOAA commit to including the mitigation measures listed in Section 4.8.3, and any others recommended by SDAPCD, in all construction contracts, and that the FEIS reflect this commitment.

Impacts to Biological Resources

The proposed project would clear 1.7 acres of Diegan coastal sage scrub, considered a sensitive vegetative community by the U.S. Fish and Wildlife Service and the California Department of Fish and Game because it typically supports sensitive plant and animal species (p. 43). The standard of significance for impacts to this resource in the DEIS includes whether the project would have a cumulatively considerable contribution to a cumulative biological resource impact (p. 45); however, the DEIS and its technical appendices do not include an assessment of cumulative impacts on Diegan coastal sage scrub. According to the University of California San Diego (UCSD) 2004 Long Range Development Plan Environmental Impact Report (EIR), researchers estimated that as of 1991, nearly 72% of the County's original sage scrub habitat had

been destroyed or modified, primarily due to urban expansion¹.

NOAA proposes to mitigate the loss of 1.7 acres of Diegan coastal sage scrub by preserving Diegan coastal sage scrub vegetation at Skeleton Canyon on the UCSD campus at a 2:1 ratio (p. 46). The mitigation site at Skeleton Canyon is currently designated as Park land in UCSD's 2004 Long Range Development Plan (LRDP). Skeleton Canyon is categorized as an Ecological Reserve and the UCSD Park website² indicates that no buildings, facilities, roads or driveways will be permitted in these areas of the Park.

The Council on Environmental Quality's definition of mitigation includes "compensating for the impact by replacing or providing substitute resources or environments" (40 CFR 1508.20 (e)). Since the mitigation site already receives protection from development, it is not clear how this action mitigates project impacts. The DEIS does not indicate that the mitigation will involve habitat creation, enhancement, or restoration, as referenced in mitigation measure Bio-3B from the LRDP EIR (Appendix D, p. 17). Since the project impacts may be cumulatively significant, we encourage NOAA to ensure that mitigation replaces or provides substitute resources for project impacts to validate conclusions that the mitigation reduces impacts to a less than significant level.

Recommendations: Include a cumulative impacts assessment for impacts to coastal sage scrub in the FEIS (40 CFR 1508.25 (c) (3)). Propose appropriate mitigation for these impacts. EPA recommends that NOAA purchase replacement habitat in a San Diego conservation bank approved by the California Department of Fish and Game or acquire equivalent habitat that is located in an area that is not already receiving protection from development, or repair, rehabilitate or restore disturbed habitat at a restoration site.

If the UCSD Park system is operating as a conservation bank in this context, provide additional information regarding the mechanism of management, funding and accountability of this system. The discussion should include how the project mitigation is consistent with the State's official policy on conservation banks³. The California Department of Fish and Game has criteria identifying when lands are not appropriate for conservation banking⁴. It would be helpful to reference these criteria in this discussion.

Minor comment

The DEIS states that construction effects on stormwater would not be less than significant (p. 39). It appears this may be a typo and NOAA wished to say these impacts would not be significant. Please correct or clarify.

¹ Oberbauer and Vanderwier 1991, cited in the UCSD 2004 Long Range Management Plan EIR

² <http://physicalplanning.ucsd.edu/PPW-PlansStudiesProjects/PP-Studies/parkstdy.html>

³ http://www.dfg.ca.gov/habcon/conplan/mitbank/cmb_genpolicies.html

⁴ http://www.dfg.ca.gov/habcon/conplan/mitbank/mitbank_policies/cmb_notaccept.html



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F. Gorsen, Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

January 13, 2009

Ms. Anne Elston
Environmental Research Analyst
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NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)/ ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE REPLACEMENT OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) SOUTHWEST FISHERIES SCIENCE CENTER (SWFSC) PROJECT, UNIVERSITY OF CALIFORNIA, SAN DIEGO (UCSD), LA JOLLA, SAN DIEGO COUNTY, 92903 (SCH#2008021053)

Dear Ms. Elston:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Availability for a joint draft Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the above-mentioned project. The following project description is stated in your EIS/EIR and your Notice of Completion & Environmental Document Transmittal documents: "The SWFSC in La Jolla, California, manages and conducts research involving Pacific fisheries and marine mammal research for the protection and management of these resources throughout the Eastern Pacific and Antarctica. The existing SWFSC facility, built in 1964, is adjacent to a coastal bluff that is undergoing severe erosion and retreat. NOAA proposes to construct a new roughly 124,000 square foot SWFSC building at a 3.3-acre undeveloped site on the UCSD Scripps Institution of Oceanography (SIO) campus to replace the existing SWFSC facility. Buildings B and C at the existing SWFSC would be demolished and Buildings A and D would be returned to UCSD/SIO for possible future research/academic use."

The majority of DTSC's comments from our letter dated March 11, 2008 sent to UCSD have been addressed in the documents.

DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see

Ms. Anne Elston
January 13, 2009
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www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489

If you have any questions regarding this letter, please contact Ms. Teresa Hom, Project Manager, at thom@dtsc.ca.gov or by phone at (714) 484-5477.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program - Cypress Office

cc: Ms. Cathy Presmyk,
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CEQA Tracking Center
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CEQA#2398

**ATTACHMENT 3:
MITIGATION MONITORING AND REPORTING PROGRAM**

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MITIGATION MONITORING AND REPORTING PROGRAM FOR REPLACEMENT OF NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL MARINE FISHERIES SERVICE SOUTHWEST FISHERIES SCIENCE CENTER (SWFSC), LA JOLLA, CALIFORNIA

Note to Reader: The terms “construction” and “demolition” are not used synonymously in this table and should not be confused. Construction refers to construction of the replacement SWFSC building at the preferred site, planned for fall 2009 through fall 2011. The term demolition refers to dismantling and removal of Buildings B and C at the existing SWFSC site, which is scheduled to occur within six years after NOAA occupies the replacement SWFSC building. Measures with a small d after the number (e.g. Geo-1d) are applicable to the demolition of Buildings B and C only.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
LAND USE AND COASTAL ZONE MANAGEMENT					
Lan-1	Prepare a Federal Consistency Determination and submit it to the California Coastal Commission (CCC) for concurrence.	Prepare and submit a Federal Consistency Determination to the CCC	NOAA Project Planning & Management Division (PPMD)	Prior to start of construction activities	Obtain CCC approval of the Federal Consistency Determination and include in project file. Provide copy to University of California at San Diego (UCSD) environmental planner (EP).
Lan-2	UCSD Design Review Board (DRB) and UCSD Physical Planning (PP) Department will review the SWFSC design plans to evaluate the extent to which the proposed SWFSC would be integrated into the campus neighborhood and would be compatible with nearby uses. The review will evaluate edge effects, site connections to adjacent on- and off-campus land uses, pedestrian and bicycle circulation, landscaping, and alternative transportation facilities (for example, bike racks and shuttle stops).	Submit plans for UCSD DRB and UCSD PP review	NOAA PPMD	DRB review at schematic design stage. PP review throughout plan development	NOAA to incorporate plan review comments in plans. Include DRB and PP review findings in project file.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Lan-3	Demolition of Buildings B and C at the existing SWFSC site would occur in a manner that avoids disturbance of adjacent restoration lands.	Incorporate mitigation measures into demolition bid documents	NOAA PPMD	Prior to issuance of demolition bid documents	Confirm inclusion of measures during final review of demolition bid documents.
	Staging of demolition activities, parking of vehicles, and storage of supplies and equipment would occur at existing developed areas at the property and not on restoration lands.	Delineate limits of work in the field	NOAA PPMD	Prior to construction, confirm inclusion of measures during final review of demolition bid documents	Inspect site at inception of demolition work to ensure adequate fencing and signage has been placed to protect restoration lands.
		Demolition work to occur within delineated areas and implement mitigation measure	Demolition contractor	During demolition period	NOAA to include in demolition inspection a checklist and provide final checklist to UCSD EP.
GEOLOGY, SOILS, AND GEOLOGIC HAZARDS					
Geo-1	Prepare an SWPPP (Stormwater Pollution Prevention Plan) containing Best Management Practices (BMPs) to minimize soil erosion during construction of the new SWFSC (see Hyd-1). The BMPs would be implemented during the construction period. The mitigation measures will include grading of the construction site to direct storm water to existing drainages and minimize the length and velocity of overland flow, placement of silt fences or equivalent sediment barriers at the boundaries of the construction areas, and covering of stockpiles of earth materials when not in use.	Contract for preparation of SWPPP	NOAA PPMD	At least 90 days prior to issuance of construction bid documents	Confirm inclusion in construction bid documents.
		Include BMPs contained in the SWPPP in construction bid document	NOAA PPMD	Prior to issuance of construction bid documents and during construction period	NOAA to inspect construction area on a weekly basis and within 24 hours after precipitation events to confirm implementation and effectiveness of BMPs.
Geo-1d	Prepare an SWPPP containing BMPs to minimize soil erosion during demo-	Contract for preparation of	NOAA PPMD	At least 90 days prior to issuance of	Confirm inclusion in demolition

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	lition of Buildings B and C (see Hyd-1d). The BMPs would be implemented during demolition period.	SWPPP		demolition bid documents	bid documents.
		Include BMPs contained in the SWPPP in demolition bid document	NOAA PPMD	Prior to issuance of demolition bid documents and during demolition period	Inspect demolition area on a weekly basis and within 24 hours after precipitation events to confirm implementation and effectiveness of BMPs.
Geo-2	Denuded areas at the preferred site would be promptly covered with straw mats or similar materials and seeded or planted in conformance with project landscape plans to promote native revegetation after construction activities are complete.	Stabilize ground and install landscaping as soon as feasible following construction	NOAA PPMD & construction contractor	During construction or as soon as feasible following construction	Inspect site monthly after landscaping is installed at construction site and document percent of plants thriving for one year. Provide compliance report to UCSD EP.
Geo-2d	Denuded areas at the existing SWFSC site would be promptly covered with straw mats or similar materials and seeded or planted in conformance with project landscape plans to promote native revegetation after activities are complete.	Stabilize ground and install landscaping as soon as feasible following demolition	NOAA PPMD & demolition contractor	During demolition or as soon as feasible following demolition	Inspect site monthly after landscaping is installed at demolition site and document percent of plants thriving for one year. Provide compliance report to UCSD EP.
Geo-3	Design and construction of the new SWFSC will conform to seismic safety standards of the 2007 California Building Code.	Compare design plans to 2007 California Building Code	NOAA PPMD	At 95% design	Obtain review report from project engineers and place in project file. Provide compliance report to UCSD EP.
DRAINAGE AND WATER QUALITY					
Hyd-1	Implement the SWPPP for construction activities and submit required notices of intent (NOI) and termination (NOT) to the Regional Water Quality Control Board (RWQCB) (also see Geo-1). The following	Submit SWPPP NOI to RWQCB	NOAA PPMD	Within 7 days prior to start of construction	Document RWQCB receipt of NOI and provide copy of NOI to UCSD EP.
		Submit SWPPP NOT to RWQCB	NOAA PPMD	Within 7 days after construction site achieves stabiliza-	Document RWQCB receipt of NOT and provide copy of NOT to UCSD EP.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	<p>BMPs will be incorporated into the SWPPP and implemented during and after construction activities:</p> <ul style="list-style-type: none"> The area of land disturbance will be kept to a minimum and existing vegetative cover will be retained as much as possible. Disturbed areas will be stabilized with temporary placement of woven mesh or netting until vegetation becomes established. Controls (silt fences, hay bales, etc.) will be placed at the perimeters of the construction and demolition areas. The sites will be sloped and graded to direct runoff away from steep hillsides or denuded areas. Disturbed areas will be replanted with native coastal sage scrub vegetation. 	NOAA to ensure SWPPP and BMPs developed and implemented to satisfaction of UCSD inspectors	NOAA PPMD	During construction	Include measures in construction inspection checklist and provide compliance report to UCSD EP.
Hyd-1d	Implement the SWPPP for demolition activities and submit required NOI and NOT to the RWQCB. The SWPPP will include BMPs as described above in Hyd-1.	Same as for Hyd-1 above	NOAA PPMD	Submit NOI within 7 days prior to start of demolition and NOT within 7 days after stabilization of demolition site	Document RWQCB receipt of NOI and NOT and provide copies of NOI to UCSD EP. Include measures in demolition inspection checklist and provide compliance report to UCSD EP.
Hyd-2	<p>The new SWFSC will incorporate the design features listed below to retain storm water on-site, thereby mitigating any increase in storm runoff rates:</p> <ul style="list-style-type: none"> Landscaping using native species will be planted adjacent to foundations to reduce the velocity 	Incorporate drainage design plans into building plans	NOAA PPMD to satisfaction of UCSD PP	During design phase	Review drainage plans at 95% stage and document results of review in project file.
		Implement design features to retain storm water on-site	Construction contractor to satisfaction of NOAA/UCSD construction inspectors	During construction	Include in NOAA construction inspection checklist. Provide record of compliance to UCSD EP.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	<p>of runoff flow and prevent erosion.</p> <ul style="list-style-type: none"> Storm water from roofs will be directed to water retention areas. A new drainage trough will help to further reduce the projected increase in runoff. Permeable pavement will be used where appropriate for walkways and parking areas. 				
BIOLOGICAL RESOURCES AND WETLANDS					
Bio-1	Comply with requirements of UCSD Habitat Conservation Program outlined in UCSD 2004 Long Range Development Plan (LRDP) EIR.	UCSD to prepare maps of preservation area; NOAA to fund UCSD mitigation program	UCSD and NOAA PPMD	Prior to start of construction	Include preservation information in project files. NOAA to document transfer funds to UCSD.
Bio-2	To prevent damage or destruction of San Diego sea dahlia plants occurring off site to the south of the preferred site, those plants would be fenced and posted prior to the start of construction and construction workers would be directed to avoid harming those plants.	Include plant identification and protection in construction bid documents	NOAA PPMD to satisfaction of UCSD EP	Prior to the issuance of construction bid documents	Provide record of compliance to UCSD EP.
		Demarcate limits of work in field with fencing and instruct construction workers to avoid harm to plants	NOAA PPMD & construction contractor	After the pre-construction meeting but before construction starts	Include in NOAA construction inspection checklist.
Bio-3	Additional coastal California gnatcatcher surveys would be conducted at the preferred site prior to start of SWFSC construction. If the gnatcatcher is found to occupy the Diegan coastal sage scrub vegetation at the preferred site, removal of that vegetation would not occur during the February 1 through August 31 breeding season.	Contract for gnatcatcher surveys at SWFSC construction site; if necessary due to presence of gnatcatchers, delay vegetation clearing until after August 31	NOAA PPMD	Within 30 days before start of construction	Obtain biological report and include in project file. Provide report to UCSD EP.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Bio-4	If coastal California gnatcatchers are not observed at the preferred site but are observed within 500 ft. of the preferred site, construction noise would be limited so that it does not exceed equivalent energy noise level 60 A-weighted decibels (dBA) per hour during the gnatcatcher breeding season.	Contract for gnatcatcher surveys of area within 500 ft. of SWFSC construction site	NOAA PPMD	Within 30 days before start of construction	If gnatcatchers are present within 500 ft., conduct noise monitoring near gnatcatcher locations during the period February 1 through August 31. Document results of gnatcatcher studies and noise monitoring and provide copies to UCSD EP.
Bio-5	A qualified biologist would conduct raptor nest surveys within 500 ft. of the preferred site prior to start of construction and during the raptor breeding season, February 1 through August 31. If active raptor nests are observed, construction activities within 500 ft. of the nests would be suspended until the biologist determines that the nests are no longer active.	Contract for raptor nest surveys at SWFSC construction site and within 500 ft.; if necessary due to presence of raptor nests, suspend construction activities until the nests are inactive	NOAA PPMD	Within 30 days prior to start of construction and every week during February 1 through August 31	Obtain survey reports from biologist and include in project file. Provide reports to UCSD EP.
Bio-6	If demolition activities at the existing SWFSC site are expected during the raptor breeding season, February 1 through August 31, a qualified biologist would conduct raptor nest surveys within 500 ft. of the existing site prior to start of demolition activities. If active raptor nests are observed, demolition activities within 500 ft. of the nests would be suspended until the biologist determines that the nests are no longer active.	Contract for raptor nest surveys at existing SWFSC site and area within 500 ft.; if demolition activities at the existing SWFSC site are expected during the raptor breeding season, February 1 through August 31, suspend demolition activities within 500 ft. of active raptor nests	NOAA PPMD	Prior to start of demolition activities and every week during February 1 through August 31 if demolition is occurring	Obtain survey reports from biologists. Provide reports to UCSD EP.
TRANSPORTATION					
Tra-1	To improve the flow of traffic and	Include measures in	NOAA PPMD and	During design	Include measures in

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	<p>reduce safety hazards to local motorists, bicyclists, and pedestrians, NOAA and UCSD would cooperate in implementing the following mitigation measures:</p> <ul style="list-style-type: none"> • Add an additional 50 to 100 ft. red curb to northbound La Jolla Shores Drive south of Shellback Way. • Widen the Shellback Way approach to the intersection with La Jolla Shores Drive to accommodate 20 ft. wide east- and west-bound traffic lanes and a 12 ft. wide median. • Remove existing sign prohibiting left turns from eastbound Shellback Way onto southbound La Jolla Shores Drive. • Install bollard seats on Shellback Way near right angle turn south of the preferred site. This will allow bollards to be placed diverting traffic when the portion of Shellback Way in front of the Keck Center is used to stage large equipment, which occurs infrequently. 	construction bid documents	UCSD		construction inspection checklist.
Tra-2	Prepare a traffic control plan covering the construction period for review by UCSD. The traffic control plan would address lane and/or road closures, emergency access and egress, efficient traffic circulation, and use of flaggers to control traffic and avoid conflicts. The plan would include recommendations, such as signage,	Prepare traffic control plan and submit to UCSD Fire Marshall, UCSD FD&C (Facility Design and Construction) and SIO for approval	NOAA PPMD	At least 30 days prior to issuance of construction bid documents	Obtain UCSD approval and include in project file. Confirm receipt of approval to UCSD EP.
		Incorporate traffic control plan into	NOAA PPMD to satisfaction of	Prior to issuance of construction bid	Confirm inclusion in construction bid documents.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	detours, and temporary traffic controls. The plan would prohibit construction vehicles from using Downwind Way or the north-south oriented section of Shellback Way (which passes in front of the Keck Center, Nierenberg Hall, Speiss Hall, and associated service yards).	construction bid documents	UCSD	documents	
		Implement traffic control plans	Demolition contractors to satisfaction of NOAA/UCSD demolition inspectors	During construction activities	Include traffic controls in construction inspection checklists.
Tra-2d	Prepare a traffic control plan covering the demolition period for review by UCSD. The traffic control plan would address lane and/or road closures, emergency access and egress, efficient traffic circulation, and use of flaggers to control traffic and avoid conflicts. The plan would include recommendations, such as signage, detours, and temporary traffic controls.	Prepare demolition traffic control plan and submit to UCSD Fire Marshall and UCSD FD&C for approval	NOAA PPMD	At least 30 days prior to issuance of demolition bid documents	Obtain UCSD approval and include in project file. Confirm receipt of approval to UCSD EP.
		Incorporate traffic control plan into demolition bid documents	NOAA PPMD to satisfaction of UCSD	Prior to issuance of demolition bid documents	Confirm inclusion in demolition bid documents.
		Implement traffic control plans	Demolition contractors to satisfaction of NOAA/UCSD demolition inspectors	During demolition activities	Include traffic controls in demolition inspection checklists.
RECREATIONAL RESOURCES					
Rec -1	The existing meander path at the preferred site would be replaced with a path of similar quality and the public would be allowed to use the replacement path.	Include path design plans in construction bid documents	NOAA PPMD to satisfaction of UCSD PP	During design phase	Include path in construction inspection checklist.
AIR QUALITY					
Air-1	To comply with Federal regulations at 40 CFR (Code of Federal Regulations) Parts 51 and 93, NOAA would prepare a Federal Air Quality conformity determination and submit to Environmental Protection Agency	Include measures to reduce emissions of ozone pre-cursors during the construction period Federal conformity	NOAA PPMD	After issuance of ROD and prior to issuance of construction bid documents	Include EPA receipt in project file and provide copy to UCSD EP.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	(EPA).	determination and submit for approval			
Air-2	NOAA would request that construction contractors implement SmartWay Truck Efficiency and anti-idling practices to reduce the amount and effects of Green House Gas (GHG) emissions during the construction period. These practices include retrofitting heavy duty trucks (trucks/trailers) and vehicles used during construction with the best available "SmartWay Transport" and/or California Air Resources Board (CARB)-approved technology to reduce GHG.	Incorporate SmartWay Truck Efficiency and anti-idling measures into construction bid documents	NOAA PPMD	Prior to issuance of construction bid documents	Confirm inclusion in construction bid documents.
		Inspect construction vehicles and measure idling times in periodic inspection during construction activities	NOAA PPMD	During construction	Include measures in construction inspection checklist.
Air-2d	NOAA would request that demolition contractors implement SmartWay Truck Efficiency and anti-idling practices to reduce the amount and effects of GHG emissions during the demolition period. These practices include retrofitting heavy duty trucks (trucks/trailers) and vehicles used during construction with the best available "SmartWay Transport" and/or CARB-approved technology to reduce GHG.	Incorporate SmartWay Truck Efficiency and anti-idling measures into demolition bid documents	NOAA PPMD	Prior to issuance of demolition bid documents	Confirm inclusion in demolition bid documents.
		Inspect demolition vehicles and measure idling times in periodic inspection during demolition activities	NOAA PPMD	During demolition	Include measures in demolition inspection checklist.
Air-3	Develop and implement Construction Emissions Management Plan (CEMP) measures during the construction period. The CEMP would identify detailed measures to minimize emissions of dust and other air pollutants, such as <ul style="list-style-type: none"> • stabilization of unpaved roads at 	Contract for preparation of CEMP and incorporate CEMP measures into construction bid documents	NOAA PPMD	During preparation of construction bid documents	Confirm inclusion in construction bid documents; include CEMP measures in construction inspection checklist. Provide CEMP plan to UCSD EP. Ensure enforcement during

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	<p>the construction site using water, chemical dust suppressants, and/or other stabilization techniques;</p> <ul style="list-style-type: none"> • pre-soaking and sprinkling of areas to be cleared of vegetated and/or graded areas with water at least daily; • sweeping of streets surrounding the construction site, to minimize dust emissions at least daily; • limiting vehicle speeds on unpaved roads and areas to 15 mph; • prompt revegetation of areas of exposed soil as soon as construction activities are completed; • encouragement by NOAA for contractors to use alternate fuels and retrofit existing engines in construction equipment, to the extent that equipment is available and cost effective; • limiting idling time of construction equipment to 10 minutes when not in use; and • specify that contracts for construction of the new SWFSC facility at the existing facility will require medium- and large-size construction fleets to comply with CARB regulations for in-use off-road diesel vehicles (California Code of Regulations, Title 13, Motor Vehicles, Article 4.8, Section 2449). 				<p>construction via regular field checks.</p>

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Air-3d	Develop and implement CEMP measures during the construction and demolition periods. (see Air-3 for list of typical measures).	Contract for preparation of CEMP and incorporate CEMP measures into demolition bid documents	NOAA PPMD	During preparation of demolition bid documents	Confirm inclusion in demolition bid documents; include CEMP measures in demolition inspection checklist. Provide CEMP plan to UCSD EP. Ensure enforcement during demolition inspections.
Air-4	Obtain authority to install and obtain an operating permit from San Diego Air Pollution Control District (SDAPCD) for the standby generator at the new SWFSC. The permits would include detailed conditions to ensure that the generator operates at peak efficiency, minimizing emissions of air pollutants.	Complete application to install and operate and submit to SDAPCD	NOAA PPMD	At least 90 days prior to installation of generator	Include permit documents received from SDAPCD in project files. Provide copy of SDAPCD approval to install/operate to UCSD EP.
Air-5	Achieve Leadership in Energy and Environmental Design (LEED) Silver standards for energy efficiency and environmental sustainability.	Apply for LEED certification for the new SWFSC	NOAA PPMD	Within two years after construction is complete	Include LEED documentation in project file. Provide LEED score sheet and copy of final LEED certification to UCSD EP.
Air-6	SWFSC would implement a Transportation Demand Management System (TDMS) to reduce the amount of vehicle trips by staff. The TDMS would identify opportunities (for example, vanpools, public transit, bicycling) for alternatives to single-occupancy cars and assist staff in employing those alternatives.	Develop and implement a TDMS	SWFSC Management	Prior to occupancy of new SWFSC	Document TDMS and make available to SWFSC staff. Provide copy of TDMS to UCSD EP.
Air-7	SWFSC would include facilities to support bicycle commuters, including convenient racks for securing bicycles, and showers for use by	Include bicycle facilities in construction bid documents	NOAA PPMD	Prior to issuance of construction bid documents	Confirm inclusion in bid documents; include bicycle facilities in construction

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	bicycle-commuting staff.				inspection checklist. Provide checklist to UCSD EP.
NOISE AND VIBRATION					
Noi-1	<p>NOAA would require construction contractors to comply with the construction noise abatement measures contained in the UCSD 2004 LRDP EIR, which are listed below.</p> <ul style="list-style-type: none"> • Construction activities would be implemented in a manner that prevents the 12-hour average sound level from exceeding 75 dBA between 7:00 AM and 7:00 PM on Monday through Saturday at the following noise sensitive land uses: residences located north of the preferred SWFSC site and the Keck Center for Ocean Atmospheric Research. • Construction vehicles and equipment would be properly outfitted with manufacturer-recommended noise-reduction devices maintained in good working order. • Stationary construction and demolition equipment, such as generators, pumps, and batch plants, would be located as far as possible (at least 100 ft.) from the residences located north of the preferred SWFSC site and the Keck Center for Ocean Atmospheric Research. 	Incorporate mitigation measures into construction bid documents	NOAA PPMD	Prior to issuance of construction bid documents	<p>Confirm inclusion in bid documents; conduct noise monitoring program during construction and report results to construction inspectors weekly.</p> <p>Provide documentation of success to EP.</p>

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	<ul style="list-style-type: none"> • Laydown and staging areas for construction activities would be located as far as feasible from the residences located north of the existing and preferred SWFSC site and the Keck Center for Ocean Atmospheric Research. • Residents of houses located north of the preferred SWFSC site and occupants of the Keck Center for Ocean Atmospheric Research would be informed a month in advance when practical but not less than two weeks prior to the start of SWFSC construction. • Loud construction activity such as jack hammering, concrete sawing, asphalt removal, pile driving, and large-scale grading operations occurring within 100 ft. of an academic building will be coordinated with SIO and should not be scheduled during any finals week of classes to the extent feasible. • Loud construction activity such as jack hammering, concrete sawing, asphalt removal, pile driving, and large-scale grading operations occurring within 100 ft. of an academic building will be scheduled during holidays, class breaks, and/or summer session to the extent feasible. • Loud construction activity located within 100 ft. of a residential building will be restricted to occur 				

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	between the hours of 7:00 AM and 7:00 PM Monday through Friday.				
Noi-1d	<p>NOAA would require demolition contractors to comply with the demolition noise abatement measures contained in the UCSD 2004 LRDP EIR (Environmental Impact Report), which are listed below.</p> <ul style="list-style-type: none"> • Demolition activities would be implemented in a manner that prevents the 12-hour average sound level from exceeding 75 dBA between 7:00 AM and 7:00 PM on Monday through Saturday at the following noise sensitive land uses: residences located north of the SWFSC site. • Demolition vehicles and equipment would be properly outfitted with manufacturer-recommended noise-reduction devices maintained in good working order. • Stationary demolition equipment would be located as far as possible (at least 100 ft.) from the residences located north of the existing SWFSC site. • Laydown and staging areas for demolition activities would be located as far as feasible from the residences located north of the existing SWFSC site. • Residents of houses located north of the existing and preferred SWFSC site would be informed a month in advance when practical 	Incorporate mitigation measures into demolition bid documents	NOAA PPMD	Prior to issuance of demolition bid documents	<p>Confirm inclusion in bid documents; conduct noise monitoring program during demolition and report results to demolition inspectors weekly.</p> <p>Provide documentation of success to UCSD EP.</p>

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	<p>but not less than two weeks prior to the start of demolition of Buildings B and C.</p> <ul style="list-style-type: none"> • Loud demolition activity such as jack hammering or concrete sawing, occurring within 100 ft. of an academic building will be coordinated with SIO and should not be scheduled during any finals week of classes to the extent feasible. • Loud construction activity such as jack hammering, concrete sawing, or asphalt removal, occurring within 100 ft. of an academic building will be scheduled during holidays, class breaks, and/or summer session to the extent feasible. • Loud construction activity located within 100 ft. of a residential structure will be restricted to occur between the hours of 7:00 AM and 7:00 PM Monday through Friday. 				
Noi-2	<p>A person qualified in construction noise and vibration assessment would prepare construction vibration mitigation plans, which would be reviewed for adequacy by SIO, UCSD EP and FD&C Departments. The plans will describe measures to reduce construction vibrations to the maximum extent possible. Vibration monitoring will be performed during construction activities occurring in proximity to the Keck Center to establish the maximum level of</p>	<p>Contract for preparation of construction vibration mitigation plans and submit them to UCSD/SIO for review</p>	NOAA PPMD	<p>Prior to issuance of construction bid documents</p>	<p>Obtain UCSD/Scripps Institution of Oceanography (SIO) approval and include in project file. Provide copy of plans to UCSD EP.</p>
		<p>Contract for vibration monitoring during construction activities</p>	NOAA PPMD	<p>During construction activities</p>	<p>Obtain periodic reports on vibration monitoring during the construction period. Provide documentation of successful compliance to</p>

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	vibration. If vibrations reach levels that disrupt research activities being performed at the Center, alternative work methods and/or equipment would be employed to reduce vibration levels to non-harmful levels.				UCSD EP.
Noi-2d	A person qualified in demolition noise and vibration assessment would prepare demolition vibration mitigation plans, which would be reviewed for adequacy by SIO, UCSD EP and FD&C Departments. The plans will describe measures to reduce demolition vibrations to the maximum extent possible.	Contract for preparation of demolition vibration mitigation plans and submit them to UCSD/SIO for review	NOAA PPMD	Prior to issuance of demolition bid documents	Obtain UCSD/SIO approval and include in project file. Provide copy of plans to UCSD EP.
VISUAL AESTHETICS					
Vis-1	The proposed SWFSC would undergo design review by UCSD DRB and UCSD PP Department to ensure that the visual features of the new SWFSC are consistent with UCSD design policies. The design review process will evaluate building mass and form; building proportion; roof profile; architectural detail and fenestration; texture, color, type and quality of building materials; landscaping; and other elements as deemed necessary.	Submit SWFSC design plans to UCSD DRB and PP for review	NOAA PPMD	During design review process	Include DRB and PP review comments in project file/plans.
Vis-2	Existing large vegetation (that is, trees and large shrubs) at the preferred site would be retained as much as possible to provide visual screening for the new SWFSC building.	Identify and mark vegetation to be retained in coordination with UCSD PP, and place on landscape plans	NOAA PPMD	Prior to start of construction	Include inspection of vegetation to be preserved in construction inspection checklist.
Vis-3	The proposed SWFSC would be	Incorporate visual	NOAA PPMD	During design	Include analysis of visual

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	located in a visually sensitive zone. To minimize glare generated by reflective building elements, exterior surfaces would be comprised of non-reflective materials to the maximum extent possible and windows would use non-mirrored window glass (that is, high technology and/or low emissivity glass).	elements into SWFSC design		review process	elements in design review documents.
Vis-4	Trees would be planted along the western boundary of the new SWFSC site, between the new building and La Jolla Shores Drive, providing visual screening of the new SWFSC building.	Include trees (landscape plans) in design package/ construction bid documents	NOAA PPMD	During design review process	Confirm landscape installed per approved plans construction inspection checklist.
Vis-5	Exterior lights on the new building would be shielded and/or pointed downward as necessary to minimize the amount of light spilling onto residential properties to the north. Additionally, low intensity lighting would be used wherever possible and lights would be directed to illuminate the specific feature to be lit and shielded to prevent spillover of light onto unintended areas. SWFSC exterior lighting plans would be reviewed by the UCSD DRB to ensure that they comply with the UCSD Outdoor Lighting Policy and Outdoor Lighting Design Guideline.	Submit exterior lighting plans to UCSD FD&C for review in conformance with outdoor lighting policy	NOAA PPMD	Prior to issuance of construction bid documents	Include comments from UCSD FD&C review of exterior lighting in project file/plans.
Vis-6	Existing mature trees at the existing SWFSC would be retained to the maximum extent feasible during demolition of Buildings B and C.	Identify and mark trees to be saved	NOAA PPMD	Prior to start of demolition	Include trees in demolition inspection checklist.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
HISTORIC AND CULTURAL RESOURCES					
Cul-1	To investigate the significance of archaeological site CA-SDI-18610 at the preferred site, a qualified archaeologist will prepare a treatment plan for archaeological testing. The treatment plan would identify the area of potential effect (APE), taking into consideration the horizontal and vertical extent of proposed ground-disturbing construction activities. The plan will describe how archaeological data would be scientifically collected and how these data will be used to address important research issues and to determine site significance under the California Environmental Quality Act. A Native American would monitor subsurface excavation and grading activities.	Contract with archaeologist for preparation of treatment plan	NOAA PPMD	At least 120 days prior to start of construction	Include archeological treatment plan in project file; provide copy to UCSD EP.
		Submit treatment plan to UCSD EP for review and concurrence	NOAA and Qualified Archeologist	Between issuance of Notice of Determination and ROD and at least 90 days prior to start of construction	Include UCSD approval letter in project file.
Cul-2	A qualified archaeologist will conduct testing of archaeological site CA-SDI-18610. Testing would consist of systematic excavation of the sample area to determine the integrity and vertical and horizontal extent of the deposit, the quality and diversity of artifacts, and the potential for human remains. A Native American would monitor the testing activities.	Contract with archaeologist to perform testing and a Native American to monitor testing	NOAA PPMD	At least 60 days prior to start of construction	Obtain test report from archeologist and monitoring report from Native American and include in project file. Provide test and monitoring reports to UCSD EP.
Cul-3	If archaeological site CA-SDI-18610 is recommended as eligible for the National Register of Historic Places or the California Register of Historic Resources, data recovery would occur. The data recovery phase	If necessary, based on results of testing, contract with archaeologist for data recovery at CA-SDI-18610	NOAA PPMD	At least 45 days prior to start of construction	Obtain data recovery report form archaeologist and place in project file. Provide copy of report to UCSD EP.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	would be based on results of the test phase, and will focus on recovering archaeological data sufficient to mitigate the destruction of all or a portion of the archaeological site within the APE.				
Cul-4	NOAA and UCSD will comply with PRC 5097.98 in the case where human remains are found. Any discovery of human remains would be treated with respect. This code section requires that excavations cease if potential human remains are discovered and the County Medical Examiner/Coroner be notified. The Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will contact the most likely descendant to determine the appropriate manner of handling the remains.	If necessary, due to discovery of human remains, notify NOAA, UCSD FD&C and EP, and County Medical Examiner/ Coroner	NOAA PPMD and qualified consultant	During construction	Document communication with UCSD, County Medical Examiner/Coroner and NAHC for project file.
Cul-5	Permanently curate artifacts found at archaeological site CA-SDI-18610 at the San Diego Archaeological Center.	Include transport of artifacts found to San Diego Archaeological Center under contract with archaeologist, as necessary	NOAA PPMD	At conclusion of data recovery when extent of collections to be curated is known	Obtain receipt for artifacts from San Diego Archaeological Center and place in project file. Provide curation documentation to UCSD EP.
Cul-6	Archaeological and Native American monitors would be present on site during all ground disturbing activities in the construction phase of the project, keeping daily logs and preparing a monitoring report at the conclusion of each phase. Ground-disturbing activities include building	Contract with archaeologist and Native American to monitor geotechnical testing	NOAA PPMD	Prior to start of geotechnical testing and prior to start of construction	Obtain periodic monitoring reports from archeologist and Native American and place in project file. Provide regular reports to UCSD EP.

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	construction, installation of underground utility lines, landscaping, and paving.				
Cul-7	If human remains are discovered during any phase of the proposed action, soil associated with the remains should not be removed from the area.	Include prohibition in construction contracts	NOAA PPMD	Prior to issuance of construction bid documents	Confirm inclusion in bid documents.
SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE – No mitigation required					
PUBLIC SERVICES AND UTILITIES					
Ser-1	Submit design plans for the new SWFSC to the UCSD Fire Marshal for review and approval.	Submit design plans to Fire Marshal and revise to address comments received	NOAA PPMD	At 95% design phase	Revise per UCSD Fire Marshal comments and place approval in project file.
POPULATION AND HOUSING					
Pop-1	In the event that the construction of the SWFSC requires closure of a road or traffic lane, the UCSD Fire Marshal and SIO would be notified of the planned closure. If determined necessary, the UCSD Fire Marshal would warn local emergency service providers of the road closure.	Notify the UCSD Fire Marshal and SIO of road closures or traffic lane closures	NOAA PPMD	At least 24 hours prior to closure of roads or traffic lanes during the construction period	Document communications with UCSD Fire Marshal and SIO and place in project file.
		Notify local emergency service providers of road or traffic lane closures	UCSD Fire Marshal	During construction, as determined necessary by the Fire Marshal	Obtain copy of communication records between Fire Marshal and Emergency Service Providers and place in project file.
SOLID WASTE AND HAZARDOUS MATERIALS					
SW-1	Removal of asbestos-containing materials (ACMs) during demolition of Buildings B and C would be performed by an asbestos abatement contractor licensed by the California Division of Safety and Health. Removal of ACMs would occur in conformance with applicable	Include removal of ACMs in demolition bid documents	NOAA PPMD	Prior to issuance of demolition bid documents	Obtain manifests for transport of ACMs to disposal facility and place in project file. Confirm successful compliance to EP.
		Check qualifications of bidders to confirm	NOAA PPMD	During bid review	Document qualifications of selected contractor for project

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	regulations of the Division.	they are licensed by California Division of Safety and Health			file.
SW-2	Loose and peeling lead-based paint (LBP) of Buildings B and C would be removed and remaining paint stabilized prior to demolition activity.	Include removal of loose and peeling LBP from Buildings B and C and stabilization of remaining LBP in demolition bid documents	NOAA PPMD	Prior to issuance of demolition bid documents	Obtain manifest for transport of LBP to disposal facility and place in project file. Confirm successful compliance to UCSD EP.

Organizational Acronyms

CARB	California Air Resources Board
CCC	California Coastal Commission
DRB	Design Review Board (UCSD)
EP	Environmental Planning (UCSD)
EPA	Environmental Protection Agency
FD&C	Facility Design and Construction (UCSD)
NAHC	Native American Heritage Commission
NOAA	National Oceanic and Atmospheric Administration
PP	Physical Planning (UCSD)
PPMD	Project Planning and Management Division (NOAA)
RWQCB	Regional Water Quality Control Board
SDAPCD	San Diego Air Pollution Control District
SIO	Scripps Institution of Oceanography
SWFSC	Southwest Fisheries Science Center
UCSD	University of California at San Diego

Other Acronyms

ACM	asbestos-containing material
APE	area of potential effect
BMP	Best Management Practices
CEMP	Construction Emissions Management Plan
dba	A-weighted decibels
EIR	Environmental Impact Report
GHG	Green House Gas
LBP	lead-based paint
LEED	Leadership in Energy and Environmental Design
LRDP	Long Range Development Plan
NOI	notices of intent
NOT	notices of termination
SWPPP	Storm Water Pollution Prevention Plan
TDMS	Transportation Demand Management System