RESOLUTION 2015-115

RESOLUTION ADOPTING THE FINDINGS OF THE FINAL MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY FOR THE GLORIETTA BAY MARINA DOCK C AND BOAT LAUNCH FACILITY IMPROVEMENTS PROJECT PREPARED BY THE CITY OF CORONADO, ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM, AND AUTHORIZING STAFF TO FILE THE NOTICE OF DETERMINATION

WHEREAS, the San Diego Unified Port District (District) is a public corporation created by the legislature in 1962 pursuant to Harbors and Navigation Code Appendix 1, (Port Act); and

WHEREAS, the City of Coronado (City), as the project proponent, has requested that the District process a Port Master Plan Amendment (PMPA) and issue subsequent discretionary approvals, such as a Coastal Development Permit (CDP) and lease amendment, as described herein, to allow for proposed improvements to Glorietta Bay Marina Dock C and the Glorietta Bay Boat Launch Facility (Project); and

WHEREAS, Dock C was constructed in the early 1980s and it is beyond the midpoint of its useful service life and is deteriorating at an accelerated rate; it does not meet fire protection regulations, National Electric Code, Americans with Disabilities Act (ADA) accessibility requirements, or design standards; and

WHEREAS, the boat launch facility was constructed in 1969 and, similar to Dock C, is in need of replacement and upgrading to meet ADA requirements, expand non-motorized boating opportunities, and provide improved boat wash-off facilities; and

WHEREAS, the Project proposes the demolition of existing improvements and construction of new facilities at Dock C, located at 1715 Strand Way in Coronado, including the redevelopment, reconfiguration and extension of the existing dock system and gangway ramp to accommodate changes in vessel design, size ratios, and design standards, as well as certain landside improvements to upgrade the electrical, internet, telephone and firewater service to the dock facilities; and

WHEREAS, the reconstructed dock at Dock C would provide the same number of boat slips (34 total) with the same slip mix (16 slips for vessels 30 feet and under and 18 slips for vessels over 30 feet), but the dock would be extended

eastward approximately 84 feet beyond the current easterly leasehold boundary (approximately 9,600 square feet) and would remain within the U.S. Pierhead line and the gangway ramp would be extended in order to move the dock away from the shoreline fringe; and

WHEREAS, the Project also proposes the demolition of existing improvements and construction of new facilities at Glorietta Bay Boat Launch Facility, located at 1917 Strand Way in Coronado, including demolition of existing wooden standard dock, guide piles, and gangway and development of a new dock and concrete pile system, as well as replacing the concrete apron of the boat launch ramp, maintaining the adjacent revetment, replacing and expanding the uses of the adjoining boarding dock with a free public dock, installing a non-motorized craft launch area on a new sandy beach, resurfacing the parking lot, installing a new boat wash-down area, and repairing a small area of riprap and existing storm drain; and

WHEREAS, the new dock at the Glorietta Bay Boat Launch Facility would extend approximately 20 feet northward from its current endpoint and then angle 90 degrees eastward for 40 feet, forming an "L" shape, and the newly extended area would be used as a free public dock for temporary side tie berthing of small- to medium-sized motor and sail boats up to 50 feet in length; and

WHEREAS, the new dock at the Glorietta Bay Boat Launch Facility would also include a 20-foot by 40-foot lower freeboard floating dock extension in the middle of the standard dock for kayaks, paddleboards, and rowing shells; and

WHEREAS, the Project's landside components are within the City's jurisdiction, and the waterside components of the Project are primarily within District jurisdiction; and

WHEREAS, the City has a lease with the District for the water area of the Glorietta Bay Marina located between the U.S. Bulkhead Line and U.S. Pierhead Line, and a lease amendment (Lease Amendment) will be required to reflect the proposed Dock C extension; and

WHEREAS, the District is the trustee of said tidelands where most of the Project will be constructed; and

WHEREAS, the District has prepared a draft PMPA which proposes to include a water use designation change from "Open Bay" to "Recreational Boat Berthing" for Dock C and describe the proposed boat launch facility improvements, and would update the Planning District 6, Coronado Bayfront Precise Plan text, graphics, and project list; and

WHEREAS, adoption of the PMPA would allow the Project to conform to the certified PMP and would facilitate completion of the Project, which is a public

coastal access facility, including issuance of a subsequent CDP and other entitlements; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the City, as the CEQA Lead Agency, prepared and adopted a Mitigated Negative Declaration, including the Initial Study for Glorietta Bay Marina Dock C and Boat Launch Facility Improvements (MND) (State Clearinghouse No. 2015041025), Mitigation Monitoring and Reporting Program and certain CEQA findings for the Project as required by law; and

WHEREAS, pursuant to Public Resources Code Section 21069 and Section 15381 of the State CEQA Guidelines, 14 California Code of Regulations Section 15000, et seq. (CEQA Guidelines), the District is a responsible agency under CEQA because the Project will be carried out by the City, a public agency, even though the Project would be located within the jurisdiction of the District, another public agency, and the Project requires a PMPA and CDP under the California Coastal Act, as well as a Lease Amendment, and the District is the public agency which has discretionary approval power over the Project with respect to the PMPA, CDP and Lease Amendment; and

WHEREAS, the District has caused notice to be duly given of a public hearing for the PMPA in accordance with law, as evidenced by the affidavit of publication and affidavit of mailing on file with the Office of the District Clerk; and

WHEREAS, all materials with regard to this project were made available to the Board of Port Commissioners (BPC) for its review and consideration of the Proposed Project including, but not limited to, the following:

1. The MND, Findings of Fact and MMRP adopted by City for the Project;

2. The draft PMPA prepared by the District Staff in December 2015; and

3. All documents and records filed in this proceeding by interested parties.

WHEREAS, a duly noticed public hearing was held on September 8, 2015, before the BPC, at which the BPC received public testimony and reviewed and considered all testimony and materials made available to the BPC regarding the Project; and

WHEREAS, having reviewed and considered all testimony and materials made available to the BPC, including but not limited to the MND and Findings of Fact and MMRP, the staff reports and all the testimony and evidence in the record of the proceedings with respect to the Project, the BPC took the actions hereinafter set forth.

NOW, THEREFORE, BE IT RESOLVED by the Board of Port Commissioners (BPC) of the San Diego Unified Port District, as follows:

1. The BPC finds the facts recited above are true and further finds that this BPC has jurisdiction to consider, approve and adopt the subject of this Resolution.

2. The BPC finds and determines that the applicable provisions of CEQA, the State CEQA Guidelines, and the Port District CEQA Guidelines have been duly observed in conjunction with said hearing and the considerations of this matter and all of the previous proceedings related thereto.

3. Pursuant to CEQA Guidelines Section 15096(a) and (f), the BPC finds and determines that (a) the MND prepared and adopted by the City has been presented to the BPC, (b) the BPC has fully reviewed and considered the MND and the environmental effects of the Project as shown in the MND prior to making a decision whether to approve the Project, and (c) the BPC has reached its own conclusions on whether and how to approve the Project.

4. Pursuant to CEQA Guidelines Section 15096(h), the BPC hereby adopts as its own and approves the Findings of Fact adopted by the City, which are appended hereto as Exhibit "A" and are made a part hereof by this reference, with respect to the significant environmental effects identified in the MND, and hereby makes and adopts the provisions of the MMRP as conditions of approval for the Project.

5. Pursuant to Public Resources Code Section 21152 and CEQA Guidelines Sections 15094 and 15096(i), the District Clerk shall cause a Notice of Determination to be filed with the Clerk of the County of San Diego and the State Office of Planning and Research. Unless the Project is declared exempt herein and a Certificate of Filing Fee Exemption is on file, the Project is not operative, vested or final until the filing fees required pursuant to Fish and Game Code Section 711.4 are paid to the Clerk of the County of San Diego.

8. Pursuant to Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the location and custodian of the documents and other materials which constitute the record of proceedings on which this Resolution is based is the Office of the District Clerk, San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101.

9. As a condition of this approval, the City shall indemnify and hold the District harmless against all third-party legal challenges, claims, lawsuits, proceedings, and the like, including reimbursement of all District attorneys' fees, costs and other expenses incurred by the District, related to the District's approval of the Port Master Plan Amendment, any subsequent discretionary

approvals, the MND for the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements (State Clearinghouse No. 2015041025), and adopted CEQA Findings of Fact for the MND and MMRP.

APPROVED AS TO FORM AND LEGALITY:
GENERAL COUNSEL

By: ~~Assistant~~/Deputy

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 8th day of September, 2015, by the following vote:

AYES: Bonelli, Castellanos, Malcolm, Merrifield, Moore, Nelson, and Valderrama.
NAYS: None.
EXCUSED: None.
ABSENT: None.
ABSTAIN: None.

Dan Malcolm, Chairman
Board of Port Commissioners

ATTEST:

Timothy A. Deuel
District Clerk

(Seal)

RESOLUTION NO. 8749

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, TO ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE GLORIETTA BAY MARINA DOCK C AND BOAT LAUNCH FACILITY IMPROVEMENTS PROJECT

WHEREAS, the *"Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project"* ("Project") includes two components which involve the redevelopment, reconfiguration, and extension of existing dock systems, boat launch ramp and improvements to related facilities; and

WHEREAS, the City Council of the City of Coronado ("City") approved the conceptual design and appropriation of $3.6 million in Glorietta Bay Marina revenue for improvements to the Dock C component of the Project; and

WHEREAS, the City has been awarded a $630,000 grant from the California Department of Boating and Waterways and a $470,000 Capital Improvement Program (CIP) grant from the San Diego Unified Port District for improvements to the boat launch ramp facility component of the Project; and

WHEREAS, the City Council selected a preferred design of the public dock to be incorporated in the boat launch ramp facility; and

WHEREAS, the City has adopted a General Plan and a Local Coastal Program (LCP), and Project conforms to the policies and goals of said General Plan and LCP; and

WHEREAS, the City prepared an Initial Study to evaluate the Project and the City Council determined at a public hearing on February 3, 2015, that preparation of a Mitigated Negative Declaration ("MND"), which is attached hereto as Exhibit A and incorporated herein by reference, was sufficient to document the environmental review of the Project under California Environmental Quality Act (Pub. Res. Code Section 21000 *et seq.* ("CEQA"), the State CEQA Guidelines (Cal. Code Regs., tit. 14, section 15000 *et seq.*) ("CEQA Guidelines"), and Coronado CEQA Guidelines; and

WHEREAS, the MND was made available for a 30-day public review and comment period beginning April 8, 2015 and ending May 7, 2015; submitted to the California State Clearinghouse for distribution to potentially affected state agencies and organizations, posted in the office of the San Diego County Clerk, and published in a local newspaper; and

WHEREAS, mitigation measures have been identified in the MND to reduce potentially significant Project impacts on the environment; and the City has prepared a Mitigation Monitoring

and Reporting Program ("MMRP") for the Project, based on the MND and the mitigation measures contained therein which is attached hereto as Exhibit B and incorporated herein by reference; and

WHEREAS, the Project, as modified and mitigated, will not significantly impact aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utilities and service systems; and

WHEREAS, the City held a duly noticed public hearing on June 2, 2015, for the purposes of considering adopting the MND; and

WHEREAS, the City Council has considered all written and oral comments received relative to the MND; and

WHEREAS, an MND and all supporting material, including the MMRP, which constitute a record of these proceedings, are kept at the City of Coronado, Department of Community Development, located at 1825 Strand Way, Coronado, California, and are available for public review and inspection upon request.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, California, as follows:

Section 1. The foregoing recitals are true and correct and are findings of the City Council.

Section 2. The MND for the Project reflects the independent judgment of the City of Coronado, lead agency for this project.

Section 3. The MND has been prepared in accordance with CEQA Guidelines Section 15070 to 15075, and Coronado CEQA Guidelines.

Section 4. The MND, and public and agency comments on the MND and the City's responses have been presented to the City Council, and the Council has reviewed and considered the information in the MND before taking action.

Section 5. The MND adequately analyzes the potential effects of the Project, and finds the Project could not have a significant effect on the environment.

Section 6. The MND sets forth certain mitigation measures to effectively minimize all of the potentially significant environmental impacts for which a MMPR shall be in effect during and after completion of the Project.

Section 7. The MND and MMRP prepared for the Project as presented to the City Council at this meeting is hereby approved and adopted.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Coronado, California this 2nd day of June 2015, by the following vote, to wit.

AYES:	**BAILEY, DOWNEY, SANDKE, WOIWODE, TANAKA**
NAY:	**NONE**
ABSTAIN:	**NONE**
ABSENT:	**NONE**

Casey Tanaka, Mayor
City of Coronado, California

ATTEST:

Mary L. Clifford
City Clerk

EXHIBIT A
MITIGATED NEGATIVE DECLARATION

CITY OF CORONADO

1825 STRAND WAY
CORONADO, CA 92118

CITY HALL
(619) 522-7300

MITIGATED NEGATIVE DECLARATION

The City of Coronado has completed an Initial Study for the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project. The Initial Study was completed in accordance with the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000 et seq.), State CEQA Guidelines (California Code of Regulations Sections 15000 et seq.), and Coronado CEQA Guidelines.

The Initial Study concluded that, with the incorporation of mitigation measures and revisions made to the project, the project will not have a significant effect on the environment. Accordingly and per the Coronado City Council at a public hearing on February 3, 2015, a Mitigated Negative Declaration (MND) was prepared for the proposed project.

LEAD AGENCY AND PROJECT PROPONENT: City of Coronado

PROJECT TITLE: Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project

PROJECT LOCATION: The project affects two areas in Glorietta Bay: 1) Dock C at 1715 Strand Way, and 2) Glorietta Bay Marina Boat Launch Facility at 1917 Strand Way. Both sites are in the City of Coronado, southwestern San Diego County.

PROJECT DESCRIPTION: The project consists of improvements to Dock C and the boat launch facility. The Dock C improvements would include redevelopment, reconfiguration, and extension of the existing dock system in order to meet current fire and electrical code requirements, as well as ADA and boating design standards. The redeveloped dock system would remain within the pierhead line. The boat launch facility improvements consist of replacing the concrete apron of the boat launch ramp, maintaining the adjacent revetment, replacing and expanding the uses of the adjoining boarding dock with a free public dock, creating a non-motorized craft launch area on a new sandy beach, resurfacing the parking lot, installing a new boat wash-down area, and repairing a small area of riprap and existing storm drain in the northern beach area of Glorietta Bay Park.

EXISTING CONDITIONS: The Dock C site includes the existing docking system. San Diego Bay and private docks are to the north; a bulkhead wall and City Hall building are to the south; Coronado Community Center is to the east; and the Glorietta Bay Marina Docks A and B are to

the west. The boat launch site consists of the launch ramp, finger dock, parking lot, and small area on the sandy area of Glorietta Bay Park. Uses nearby include San Diego Bay to the north; Glorietta Bay Park and the Naval Amphibious Base to the southeast; Strand Way, Silver Strand Boulevard, and residential towers to the south; and the aquatics facility at the Coronado Community Center to the west.

SUMMARY OF IMPACTS: The attached Initial Study was prepared to identify the potential effects on the environment from the construction and operation of the Dock C and boat launch facility improvements. Based on the environmental analysis, the proposed project would have no impacts or less-than-significant environmental impacts in the following study areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Cultural Resources
- Geology and Soil
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

The environmental assessment in the Initial Study also identifies environmental impacts that would be potentially significant unless mitigation measures are incorporated into the project. These impacts are in the following study areas:

- Biological Resources
- Hydrology and Water Quality
- Noise
- Transportation and Traffic

The mitigation measures below have been incorporated into the project to effectively minimize all of the potentially significant environmental impacts. Compliance with the mitigation measures would avoid potentially significant impacts or reduce them to less than significant levels.

BIO-1 Mitigation of bay coverage impacts shall be offset by enhancement of other waters within the project area by one, or a combination, of the following measures at a ratio of 1:1 (enhancement area to coverage area): a) establishment of eelgrass on bare bottom areas, or b) removal of nonfunctional revetment rubble from mudflat areas. Established eelgrass within the Glorietta Bay Marina Eelgrass Mitigation Site may be used to offset coverage impacts.

BIO-2 Impacts to eelgrass are to be avoided to the extent practical, and unavoidable impacts shall be mitigated through compensatory eelgrass restoration as required under the Southern California Eelgrass Mitigation Policy (SCEMP) (NMFS 1991, revision 11). The following measures shall be implemented to mitigate impacts to eelgrass:

1. A qualified biologist shall perform a preconstruction eelgrass survey within 60 days prior to the initiation of in-water construction. The survey shall document the distribution and condition of eelgrass beds within the project area and an appropriate reference bed. Surveys shall include all areas of potential affect, including areas near Dock C, the boat launch ramp, the launch ramp public dock, and the eelgrass mitigation site that will receive dredged sediment for expansion of eelgrass potential. In addition, the survey areas shall include reference sites suitable to track natural variability in order to better assess potential changes and determine if changes are natural or related to project construction activities. This survey shall be the basis for assessing impacts of the project on eelgrass. This survey shall include both area and density characterization of the beds. The biologist shall perform a post-construction survey within 30 days after project completion to quantify any unanticipated losses to eelgrass habitat. Construction related impacts shall be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass would require mitigation as defined in the SCEMP. Because the project incorporates overwater structures anticipated to result in secondary impacts to eelgrass, the biologist shall complete an annual eelgrass survey each year for two years following project construction to fully assess operational impacts to eelgrass (such as shading from moored vessels or physical damage from boat props). The two-year post-construction monitoring shall quantify any gains in eelgrass that may be associated with removal of the shoreward headwalk. The gains and losses of eelgrass shall be assessed at the end of the two-year monitoring period as an aggregated total across all project components and if a reduction in eelgrass occurs, the net change will be mitigated in accordance with the SCEMP.

2. It is anticipated that eelgrass impacts will be fully offset through use of the previously developed Glorietta Bay Marina Replacement and Shoreline Repair Project eelgrass mitigation site. However, the material dredged from the Dock C replacement area will also be placed as beneficial reuse of dredged material to expand eelgrass habitat within the mitigation area. In the unlikely event that the existing surplus eelgrass in the mitigation site is inadequate to meet the project needs, the City shall retain a qualified biologist to plant and monitor this expanded area in accordance with the SCEMP requirements, including completion of a five-year monitoring program.

3. Prior to construction, the qualified biologist shall stake the boundaries of the eelgrass beds along the shoreline adjacent to Dock C and the public dock and boat launch ramp with ridged PVC markers or self-centering buoys visible at all tide heights. The contractor shall protect, replace, and maintain the markers/buoys as needed to ensure that they remain in place and properly stake the boundaries of the eelgrass beds until all construction activities are complete. The markers shall

identify the boundaries of eelgrass so that the contractor may avoid conducting potential bottom-disturbing work within these areas, including potential propeller washing from operations outside of the marked eelgrass areas.

4. The contractor shall deploy a turbidity curtain between dredge and fill areas and adjacent eelgrass where eelgrass occurs within 20 feet of the work dredge-and-fill areas in order to limit turbidity drift in eelgrass beds. The turbidity curtain shall be anchored securely to temporarily driven pipes to prevent drift that could impact adjacent eelgrass beds. This curtain deployment shall be verified by the City's project biologist.

5. The contractor shall maintain no-wake speeds for all boats and barges utilized during construction and shall refrain from operating in areas supporting eelgrass. Care shall be taken to avoid vessel grounding and prop wash that could impact eelgrass. The maintenance of speed limits shall be monitored by the City's project biologist and the City' construction project manager on an intermittent basis.

6. Consistent with the SCEMP, if eelgrass mitigation is drawn from the City-sponsored Glorietta Bay Marina Replacement and Shoreline Repair Project Eelgrass Mitigation Site, mitigation shall be accomplished at a 1:1 (mitigation to eelgrass loss) ratio. However, in the unlikely event that inadequate surplus is available within the established mitigation area, the material placed for beneficial reuse will be planted and monitored to achieve the required mitigation. Any mitigation commencing at the time of construction shall be subject to the SCEMP standard of 1.2:1 replacement (mitigation to impact area). Impacts to eelgrass shall be determined by the City's qualified biologist based on comparisons of eelgrass between pre- and post-construction conditions and operational impacts manifested over a two-year period.

BIO-3 When performing impact pile driving (if required), the contractor shall commence work with four short blows followed by a 5-minute period of no pile driving, prior to commencing full pile driving activities. The purpose of this activity is to encourage any turtles in the area to leave the project site prior to commencement of work. This process should be repeated if pile driving ceases for a period of greater than an hour. The contractor shall monitor for the presence of sea turtles during all in-water construction activities. The contractor shall temporarily halt on-water construction if any individual sea turtle is observed within 100 feet of the project construction area. The contractor shall resume work once the individual animal has left the area or a half hour has passed without turtle observation. The contractor shall enforce no-wake speeds for all boats and barges utilized during construction. The City's project manager and project biologist shall be responsible for overseeing this condition and for conducting intermittent inspections to ensure contractor compliance.

BIO-4 To minimize the potential for impacts to California least tern (*Sternula antillarum browni*), construction should not be conducted during the nesting season; efforts shall be taken to minimize the potential for constructing during the nesting season for this

species. However, if in-water construction is to be conducted between April 1 and September 15 of a given year, the following measures shall be undertaken. These measures are derived from prior USFWS and Army Corps of Engineers informal consultation and permits for the Dock A-B marina maintenance dredging and dock replacement:

1. Beginning April 1, the City shall communicate daily with least tern colony monitors in San Diego Bay to determine the arrival of California least tern into San Diego Bay.

2. During this period, and when California least tern are present within San Diego Bay, the City shall ensure that a qualified biological monitor familiar with the life history of the California least tern is onsite during all dredging and material placement activities. The project biologist shall monitor for and record the presence and behavior of California least tern within Glorietta Bay. The biological monitor shall monitor for and record the presence of turbidity plumes generated during work.

3. The project biologist shall be empowered to temporarily halt construction if, in his/her professional judgment, the monitor determines that a temporary work stoppage is necessary to avoid any conditions detrimental to California least tern foraging in the immediate work area.

4. As criteria for halting work, it is important to recognize that terns are opportunistic sight foragers and will forage where there are suitable forage fish. In general, birds exhibit limited atypical behavior while foraging that would suggest any attraction to, or avoidance of, an area that can be decoupled from the presence and accessibility of prey fish. For this reason, an ultra-protective standard for halting work shall be employed by the project biologist based on the following: the extent of visibly evident surface turbidity, and the coincident presence of terns within Glorietta Bay. The maximum turbidity extent used for purposes of assessment shall be the presence of a visible plume no greater than 1 percent of the water surface area of Glorietta Bay. Glorietta Bay is 216 acres as defined by the axial extension of a line across the mouth of Glorietta Bay along the alignment of the northeastern boundary of the Naval Amphibious Base. As a result, the allowable plume footprint while terns are within Glorietta Bay shall be 2.16 acres. For assessment purposes, this constitutes a circular plume with a radius of not more than 173 feet. This also constitutes an area of 0.02 percent of the surface waters of San Diego Bay. In the event that terns enter Glorietta Bay and the plume exceeds 2.16 acres, work activities will be halted until either 1) terns leave Glorietta Bay or 2) the visible turbidity plume is reduced to less than 2.16 acres.

5. After terns arrive in San Diego Bay, but for periods when terns are not present in Glorietta Bay, a daytime turbidity plume shall not be allowed to exceed 5 percent of the water surface area of Glorietta Bay (10.8 acres). If this occurs, the contractor shall halt turbidity-generating construction activities until the plume is reduced to

less than 1 percent of the Glorietta Bay surface area (2.16 acres). The purpose of the 5 percent threshold is to control the scale a turbidity plume is allowed to reach absent the presence of terns in Glorietta Bay as a means to avoid adversely affecting the selection by terns to enter and forage in Glorietta Bay. In contrast, the 1 percent turbidity plume described above applies when terns are present in Glorietta Bay.

6. Nothing in these criteria is intended to limit options for dredge area containment for turbidity if it is found to be necessary to maintain consistent work periods.

BIO-5 The contractor shall monitor the construction areas for the presence of marine mammals within 500 feet of the work area during impact pile driving. If marine mammals are within 500 feet of the work area, the contractor shall cease impact pile driving until mammals have left the area or left the water. The City's project manager and project biologist shall be responsible for overseeing this condition and conducting intermittent inspections to ensure contractor compliance.

HYDRO-1 The following mitigation measures and best management practices shall be implemented during the construction phases of the proposed project:

1. During parking lot resurfacing work and if the launch ramp parking lot is used for the handling of wet materials—such as demolished docks or dredge sediments—the contractor shall place gravel bag filters and oil-absorbent rolls across the top of the boat launch ramp to trap and filter any released water prior to drainage into the bay. The contractor shall remove sediment and debris trapped by the filter for landfill disposal on a regular basis to ensure that the filter remains functional. The filter is not required when the parking lot is not being surfaced or wet materials are not being managed; however, the oil-absorbent rolls shall remain in place during the entire construction period to prevent potential petroleum or fuel spills from reaching the bay.

2. When removing piles, the contractor shall first hit or vibrate piles to break the bond with the sediment, which minimizes the likelihood of the pile breaking and reduces the amount of sediment released into the water column. Alternatively, the pile shall be loosened from sediment by jetting along the edges of the pile. Jetting during pile removal shall be held to the turbidity plume limits outlined for dredging.

3. The contractor shall remove piles slowly to allow sediment to slough off near the mudline and then quickly transfer piles to the receiving barge to minimize the potential release of creosote, petroleum sheens, and turbidity into the water column. The storage areas for the piles on the barge shall include straw bales, filter fabric, or other containment devices to prevent the release of water into the bay. The City project manager and project biologist shall inspect the work site on an intermittent basis and prior to completion of construction to ensure that debris, including broken piles, are not left onsite following demolition.

4. The contractor shall maintain staff near or on the water to collect and remove any debris that breaks free from the docks and prevent it from drifting away from the work areas. The contractor shall remove all loose debris as quickly as possible, but no later than the end of the day.

5. The contractor shall develop and implement a spill prevention and control plan that addresses the potential for an accidental release of fuel or petroleum products. The plan shall include the use of floating booms and absorbent materials to recover released hazardous materials, as well as provisions for containment, removal, and disposal of spilled materials. An emergency spill and reporting contact list shall be part of the plan.

6. The contractor shall visually inspect all vehicles and equipment operating within or adjacent to the bay for fuel or waste releases before the beginning of the work day. The contractor shall note and record if spillage or leaks occur during the work day, and shall take immediate action to clean up and dispose of waste material.

NOISE-1 Prior to the issuance of permits to perform construction on water or land, the construction contractor shall prepare a construction noise mitigation plan for review and approval by the City of Coronado Community Development Director and Director of Engineering. The plan shall be implemented during project construction. The construction noise mitigation plan shall include a combination of the following methods to ensure that construction activities do not exceed 75 dBA Leq during any 1-hour period at the nearest residential area:

1. Use of a hydraulic pushing method;

2. Pre-auger pile holes or utilize jetting if ground conditions permit this method to reduce the force required to hammer the pile into the ground, thus reducing noise;

3. Install an impact cushion to reduce noise from the direct strike of the hammer into the pile;

4. Maintain all construction equipment with properly installed and sized mufflers;

5. Maintain and well lubricate pile driving hammers and crane pulley blocks;

6. Install a silencer to shroud the impact zone between the hammer and the pile top with a soundproof casing to dampen noise;

7. Monitor noise levels during pile driving activities at the nearest residential area property line to ensure that noise levels due to construction do not exceed the 75 dBA 1-hour Leq noise standard.

8. Post signs clearly visible on the project sites and in conspicuous locations throughout the high-rise residential towers south of Silver Strand Boulevard (i.e., Coronado Shores). The signs shall be posted at least five business days prior to the start of construction activities and shall include a contact name and telephone number of the City's authorized representative to respond in the event of a noise complaint.

TRAFFIC-1 The following mitigation measures and best management practices shall be implemented during the construction phases of the proposed project:

1. Construction truck routes shall be confined to SR-75 along Silver Strand Boulevard, and to the hours between 7 AM and 7 PM. Transport over SR-75 shall be prohibited on Sundays and state/federal holidays.

2. Where possible, dredged material and rock shall be barged or moved over the bay and not via land.

3. A detailed off-road vehicle route and vehicle/pedestrian safety plan shall be prepared, approved by the City of Coronado, and implemented prior to any construction-related, off-road vehicle use.

4. Construction-related, off-road vehicle use shall be prohibited between sunset and sunrise, and on weekends and federal holidays.

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM

May 2015 | Mitigation Monitoring and Reporting Program

Glorietta Bay Marina Dock C and Boat Launch Facility Improvements

City of Coronado

Prepared for:

City of Coronado
Contact: Jerome O. Torres, Sr. Management Analyst
1825 Strand Way
Coronado, California 92118
619.522.7300

Prepared by:

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PLACEWORKS

Table of Contents

Table of Contents

List of Tables

1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures outlined in the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Mitigated Negative Declaration (MND), State Clearinghouse No. 2015041025. The MMRP has been prepared in conformance with the City of Coronado CEQA Guidelines and Section 21081.6 of the Public Resources Code, which states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

The State CEQA Guidelines Section 15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Coronado is the lead agency for the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements project and is therefore responsible for implementing the MMRP.

The MMRP consists of mitigation measures that avoid, reduce, and/or fully mitigate potential environmental impacts. The mitigation measures have been identified and recommended through preparation of the Mitigated Negative Declaration and drafted to meet the requirements of Public Resources Code Section 21081.6.

1.2 ENVIRONMENTAL IMPACTS

1.2.1 Impacts Considered Less Than Significant

The MND and supporting Initial Study identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacted by the proposed project and therefore did not require mitigation. Impacts to the following environmental resources were found to be less than significant:

Aesthetics
Agriculture and Forestry Resources
Air Quality
Cultural Resources
Geology and Soil
Greenhouse Gas Emissions
Hazards and Hazardous Materials
Land Use and Planning
Mineral Resources
Population and Housing
Public Services
Recreation
Utilities and Service Systems

1.2.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The following environmental topics were identified as having potentially significant impacts that could be reduced, avoided, or substantially lessened through implementation of mitigation measures:

Biological Resources
Hydrology and Water Quality
Noise
Transportation and Traffic

2. Mitigation Monitoring and Reporting Process

2.1 MMRP ORGANIZATION

Overall MMRP management is the responsibility of the City of Coronado. The City's technical consultants (CEQA consultant, biologist, noise consultant, traffic engineer, etc.) may perform related monitoring tasks under the direction of the City or an environmental monitor if contracted by the City.

2.2 CITY OF CORONADO

As the lead agency, the City is responsible for the review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by individual monitors (e.g., CEQA consultant, biologist, noise consultant, traffic engineer) as accurate and up to date, and will field check mitigation measure status, as required.

2.3 MITIGATION MONITORING TEAM

The mitigation monitoring team, consisting of the designated City Project Manager and Technical Consultants (CEQA consultant, biologist, noise consultant, traffic engineer), is responsible for monitoring implementation and compliance with all adopted mitigation measures and conditions of approval. A major portion of the team's work is in-field monitoring and compliance report preparation. Implementation disputes are brought to the City's designated Project Manager.

2.3.1 Monitoring Team

The following summarizes key positions in the MMRP and their respective functions:

- **City Project Manager:** Responsible for coordination of mitigation monitoring team, technical consultants, and report preparation. Responsible for overall program administration and document/report clearinghouse.

- **Technical Consultants:** Responsible for monitoring in respective areas of expertise (CEQA consultant, biologist, project engineer, noise consultant). Report directly to the City Project Manager.

2.3.2 Recognized Experts

The use of recognized experts on the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. The mitigation monitoring team's recognized experts assess compliance with required mitigation measures, and recognized experts from responsible agencies consult with the City's designated Project Manager regarding disputes.

2.4 ARBITRATION RESOLUTION

If the mitigation monitor determines that a mitigation measure, in the opinion of the monitor, has not been implemented or has not been implemented correctly, the problem will be brought before the City's Project Manager for resolution. The decision of the Project Manager is final unless appealed to the City Manager. The City's Project Manager will have the authority to issue stop work orders until the dispute is resolved.

2.5 ENFORCEMENT

Public agencies may enforce conditions of approval through their existing police power, using stop work orders, fines, infraction citations, or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

3.1 PREMONITORING MEETING

A premonitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring team responsibilities.

3.2 CATEGORIZED MITIGATION MEASURES AND TABLE

Project-specific mitigation measures have been categorized in Table 1, *Mitigation Monitoring Requirements*. The table identifies the environmental impact, specific mitigation measures, schedule, and responsible monitor. The mitigation table will serve as the basis for scheduling the implementation of and compliance with all mitigation measures.

3.3 IN-FIELD MONITORING

Project monitors and technical consultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the designated City Project Manager.

3.4 COORDINATION WITH CONTRACTORS

The City Project Manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.5 LONG-TERM MONITORING

Postconstruction monitoring related to eelgrass will be required for up to five years following construction activities to assess potential impacts to the existing eelgrass in the restoration area and to ensure that the eelgrass restoration site is maintained.

3. Mitigation Monitoring Requirements

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Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIOLOGICAL RESOURCES					
BIO-1	Mitigation of bay coverage impacts shall be offset by enhancement of other waters within the project area by one, or a combination, of the following measures at a ratio of 1:1 (enhancement area to coverage area): a) establishment of eelgrass on bare bottom areas, or b) removal of nonfunctional revetment rubble from mudflat areas. Established eelgrass within the Glorietta Bay Marina Eelgrass Mitigation Site may be used to offset coverage impacts.	Qualified biologist	60 days prior to in-water construction activities and during postconstruction activities up to five years	City of Coronado, USFWS, and US Army Corps of Engineers	
BIO-2	Impacts to eelgrass are to be avoided to the extent practical, and unavoidable impacts shall be mitigated through compensatory eelgrass restoration as required under the Southern California Eelgrass Mitigation Policy (SCEMP) (NMFS 1991, revision 11). The following measures shall be implemented to mitigate impacts to eelgrass: 1. A qualified biologist shall perform a preconstruction eelgrass survey within 60 days prior to the initiation of in-water construction. The survey shall document the distribution and condition of eelgrass beds within the project area and an appropriate reference bed. Surveys shall include all areas of potential affect, including areas near Dock C, the boat launch ramp, the launch ramp public dock, and the eelgrass mitigation site that will receive dredged sediment for expansion of eelgrass potential. In addition, the survey areas shall include reference sites suitable to track natural variability in order to better assess potential changes and determine if changes are natural or related to project construction activities. This survey shall be the basis for assessing impacts of the project on eelgrass. This survey shall include both area and density characterization of the beds. The biologist shall perform a postconstruction survey within 30 days after project completion to quantify any unanticipated losses to eelgrass habitat. Construction related impacts shall be determined from a comparison of pre- and postconstruction survey results. Impacts to eelgrass would	Qualified biologist	60 days prior to initiation of in-water construction activities, during in-water construction activities, annually the first two years postconstruction, and five years postconstruction	City of Coronado, USFWS, and US Army Corps of Engineers	

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
require mitigation as defined in the SCEMP. Because the project incorporates overwater structures anticipated to result in secondary impacts to eelgrass, the biologist shall complete an annual eelgrass survey each year for two years following project construction to fully assess operational impacts to eelgrass (such as shading from moored vessels or physical damage from boat props). The two-year postconstruction monitoring shall quantify any gains in eelgrass that may be associated with removal of the shoreward headwalk. The gains and losses of eelgrass shall be assessed at the end of the two-year monitoring period as an aggregated total across all project components and if a reduction in eelgrass occurs, the net change will be mitigated in accordance with the SCEMP.				
2. It is anticipated that eelgrass impacts will be fully offset through use of the previously developed Glorietta Bay Marina Replacement and Shoreline Repair Project eelgrass mitigation site. However, the material dredged from the Dock C replacement area will also be placed as beneficial reuse of dredged material to expand eelgrass habitat within the mitigation area. In the unlikely event that the existing surplus eelgrass in the mitigation site is inadequate to meet the project needs, the City shall retain a qualified biologist to plant and monitor this expanded area in accordance with the SCEMP requirements, including completion of a five-year monitoring program.				
3. Prior to construction, the qualified biologist shall stake the boundaries of the eelgrass beds along the shoreline adjacent to Dock C and the public dock and boat launch ramp with ridged PVC markers or self-centering buoys visible at all tide heights. The contractor shall protect, replace, and maintain the markers/buoys as needed to ensure that they remain in place and properly stake the boundaries of the eelgrass beds until all construction activities are complete. The markers shall identify				

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
the boundaries of eelgrass so that the contractor may avoid conducting potential bottom-disturbing work within these areas, including potential propeller washing from operations outside of the marked eelgrass areas.				
4. The contractor shall deploy a turbidity curtain between dredge and fill areas and adjacent eelgrass where eelgrass occurs within 20 feet of the work dredge-and-fill areas in order to limit turbidity drift in eelgrass beds. The turbidity curtain shall be anchored securely to temporarily driven pipes to prevent drift that could impact adjacent eelgrass beds. This curtain deployment shall be verified by the City's project biologist.				
5. The contractor shall maintain no-wake speeds for all boats and barges utilized during construction and shall refrain from operating in areas supporting eelgrass. Care shall be taken to avoid vessel grounding and prop wash that could impact eelgrass. The maintenance of speed limits shall be monitored by the City's project biologist and the City' construction project manager on an intermittent basis.				
6. Consistent with the SCEMP, if eelgrass mitigation is drawn from the City-sponsored Glorietta Bay Marina Replacement and Shoreline Repair Project Eelgrass Mitigation Site, mitigation shall be accomplished at a 1:1 (mitigation to eelgrass loss) ratio. However, in the unlikely event that inadequate surplus is available within the established mitigation area, the material placed for beneficial reuse will be planted and monitored to achieve the required mitigation. Any mitigation commencing at the time of construction shall be subject to the SCEMP standard of 1.2:1 replacement (mitigation to impact area). Impacts to eelgrass shall be determined by the City's qualified biologist based on comparisons of eelgrass between pre- and postconstruction conditions and operational impacts manifested over a two-year period.				

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIO-3	When performing impact pile driving (if required), the contractor shall commence work with four short blows followed by a 5-minute period of no pile driving, prior to commencing full pile driving activities. The purpose of this activity is to encourage any turtles in the area to leave the project site prior to commencement of work. This process should be repeated if pile driving ceases for a period of greater than an hour. The contractor shall monitor for the presence of sea turtles during all in-water construction activities. The contractor shall temporarily halt on-water construction if any individual sea turtle is observed within 100 feet of the project construction area. The contractor shall resume work once the individual animal has left the area or a half hour has passed without turtle observation. The contractor shall enforce no-wake speeds for all boats and barges utilized during construction. The City's project manager and project biologist shall be responsible for overseeing this condition and for conducting intermittent inspections to ensure contractor compliance.	Construction contractor, qualified biologist, and City of Coronado	During in-water pile driving activities	Qualified biologist and City of Coronado	
BIO-4	To minimize the potential for impacts to California least tern (Sternula antillarum browni), construction should not be conducted during the nesting season; efforts shall be taken to minimize the potential for constructing during the nesting season for this species. However, if in-water construction is to be conducted between April 1 and September 15 of a given year, the following measures shall be undertaken. These measures are derived from prior USFWS and Army Corps of Engineers informal consultation and permits for the Dock A-B marina maintenance dredging and dock replacement: 1. Beginning April 1, the City shall communicate daily with least tern colony monitors in San Diego Bay to determine the arrival of California least tern into San Diego Bay. 2. During this period and when California least tern are present within San Diego Bay, the City shall ensure that a qualified biological monitor familiar with the life history of California least tern is onsite during all dredging and material placement	Qualified biologist and City of Coronado	During construction activities between April 1 and September 15	City of Coronado, USFWS, and US Army Corps of Engineers	

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
activities. The project biologist shall monitor for and record the presence and behavior of California least tern within Glorietta Bay. The biological monitor shall monitor for and record the presence of turbidity plumes generated during work.				
3. The project biologist shall be empowered to temporarily halt construction if, in his/her professional judgment, the monitor determines that a temporary work stoppage is necessary to avoid any conditions detrimental to California least tern foraging in the immediate work area.				
4. As criteria for halting work, it is important to recognize that terns are opportunistic sight foragers and will forage where there are suitable forage fish. In general, birds exhibit limited atypical behavior while foraging that would suggest any attraction to, or avoidance of, an area that can be decoupled from the presence and accessibility of prey fish. For this reason, an ultraprotective standard for halting work shall be employed by the project biologist based on the following: the extent of visibly evident surface turbidity, and the coincident presence of terns within Glorietta Bay. The maximum turbidity extent used for purposes of assessment shall be the presence of a visible plume no greater than 1 percent of the water surface area of Glorietta Bay. Glorietta Bay is 216 acres as defined by the axial extension of a line across the mouth of Glorietta Bay along the alignment of the northeastern boundary of the Naval Amphibious Base. As a result, the allowable plume footprint while terns are within Glorietta Bay shall be 2.16 acres. For assessment purposes, this constitutes a circular plume with a radius of not more than 173 feet. This also constitutes an area of 0.02 percent of the surface waters of San Diego Bay. In the event that terns enter Glorietta Bay and the plume exceeds 2.16 acres, work activities will be halted until either 1) terns leave Glorietta Bay or 2) the visible turbidity plume is reduced to less than 2.16 acres.				

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	5. After terns arrive in San Diego Bay, but for periods when terns are not present in Glorietta Bay, a daytime turbidity plume shall not be allowed to exceed 5 percent of the water surface area of Glorietta Bay (10.8 acres). If this occurs, the contractor shall halt turbidity-generating construction activities until the plume is reduced to less than 1 percent of the Glorietta Bay surface area (2.16 acres). The purpose of the 5 percent threshold is to control the scale a turbidity plume is allowed to reach absent the presence of terns in Glorietta Bay as a means to avoid adversely affecting the selection by terns to enter and forage in Glorietta Bay. In contrast, the 1 percent turbidity plume described above applies when terns are present in Glorietta Bay. 6. Nothing in these criteria is intended to limit options for dredge area containment for turbidity if it is found to be necessary to maintain consistent work periods.				
BIO-5	The contractor shall monitor the construction areas for the presence of marine mammals within 500 feet of the work area during impact pile driving. If marine mammals are within 500 feet of the work area, the contractor shall cease impact pile driving until mammals have left the area or left the water. The City's project manager and project biologist shall be responsible for overseeing this condition and conducting intermittent inspections to ensure contractor compliance.	Construction contractor, qualified biologist, and City of Coronado	During in-water pile driving activities	City of Coronado	
HYDROLOGY AND WATER QUALITY					
HYDRO-1	The following mitigation measures and best management practices shall be implemented during the construction phases of the proposed project: 1. During parking lot resurfacing work and if the launch ramp parking lot is used for the handling of wet materials—such as demolished docks or dredge sediments—the contractor shall place gravel bag filters and oil-absorbent rolls across the top of the boat launch ramp to trap and filter any released water prior	Construction contractor	During all construction activities	City of Coronado	

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
to drainage into the bay. The contractor shall remove sediment and debris trapped by the filter for landfill disposal on a regular basis to ensure that the filter remains functional. The filter is not required when the parking lot is not being surfaced or wet materials are not being managed; however, the oil-absorbent rolls shall remain in place during the entire construction period to prevent potential petroleum or fuel spills from reaching the bay.				
2. When removing piles, the contractor shall first hit or vibrate piles to break the bond with the sediment, which minimizes the likelihood of the pile breaking and reduces the amount of sediment released into the water column. Alternatively, the pile shall be loosened from sediment by jetting along the edges of the pile. Jetting during pile removal shall be held to the turbidity plume limits outlined for dredging.				
3. The contractor shall remove piles slowly to allow sediment to slough off near the mudline and then quickly transfer piles to the receiving barge to minimize the potential release of creosote, petroleum sheens, and turbidity into the water column. The storage areas for the piles on the barge shall include straw bales, filter fabric, or other containment devices to prevent the release of water into the bay. The City project manager and project biologist shall inspect the work site on an intermittent basis and prior to completion of construction to ensure that debris, including broken piles, are not left onsite following demolition.				
4. The contractor shall maintain staff near or on the water to collect and remove any debris that breaks free from the docks and prevent it from drifting away from the work areas. The contractor shall remove all loose debris as quickly as possible, but no later than the end of the day.				

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	5. The contractor shall develop and implement a spill prevention and control plan that addresses the potential for an accidental release of fuel or petroleum products. The plan shall include the use of floating booms and absorbent materials to recover released hazardous materials, as well as provisions for containment, removal, and disposal of spilled materials. An emergency spill and reporting contact list shall be part of the plan. 6. The contractor shall visually inspect all vehicles and equipment operating within or adjacent to the bay for fuel or waste releases before the beginning of the work day. The contractor shall note and record if spillage or leaks occur during the work day , and shall take immediate action to clean up and dispose of waste material.				
NOISE					
NOISE-1	Prior to the issuance of permits to perform construction on water or land, the construction contractor shall prepare a construction noise mitigation plan for review and approval by the City of Coronado Community Development Director and Director of Engineering. The plan shall be implemented during project construction. The construction noise mitigation plan shall include a combination of the following methods to ensure that construction activities do not exceed 75 dBA Leq during any 1-hour period at the nearest residential area: 1. Use of a hydraulic pushing method 2. Pre-auger pile holes or utilize jetting if ground conditions permit this method to reduce the force required to hammer the pile into the ground, thus reducing noise 3. Install an impact cushion to reduce noise from the direct strike of the hammer into the pile	Construction contractor, Community Development Director, and Director of Engineering	Prior to construction	City of Coronado	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	4. Maintain all construction equipment with properly installed and sized mufflers 5. Maintain and well lubricate pile driving hammers and crane pulley blocks 6. Install a silencer to shroud the impact zone between the hammer and the pile top with a soundproof casing to dampen noise 7. Monitor noise levels during pile driving activities at the nearest residential area property line to ensure that noise levels due to construction do not exceed the 75 dBA 1-hour Leq noise standard. 8. Post signs clearly visible on the project sites and in conspicuous locations throughout the high-rise residential towers south of Silver Strand Boulevard (i.e., Coronado Shores). The signs shall be posted at least five business days prior to the start of construction activities and shall include a contact name and telephone number of the City's authorized representative to respond in the event of a noise complaint.				
TRANSPORTATION AND CIRCULATION					
TAFFIC-1	The following mitigation measures and best management practices shall be implemented during the construction phases of the proposed project: 1. Construction truck routes shall be confined to SR-75 along Silver Strand Boulevard, and to the hours between 7 AM and 7 PM. Transport over SR-75 shall be prohibited on Sundays and state/federal holidays. 2. Where possible, dredged material and rock shall be barged or moved over the bay and not via land.	Construction contractor and City of Coronado	During construction activities	City of Coronado	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3. A detailed off-road vehicle route and vehicle/pedestrian safety plan shall be prepared, approved by the City of Coronado, and implemented prior to any construction-related, off-road vehicle use.				
4. Construction-related, off-road vehicle use shall be prohibited between sunset and sunrise, and on weekends and federal holidays.				

4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring and Reporting Program and to document arbitration enforcement resolution. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Arbitration/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures, based on the information in Table 1. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 ARBITRATION/ENFORCEMENT REPORT

The Arbitration/Enforcement Report (AER) is prepared to document the outcome of arbitration review and becomes a portion of the ICR.

4. Mitigation Monitoring Reports

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the arbitration committee by the general public.

5. Community Involvement

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6. Report Preparation

6.1 LIST OF PREPARERS

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5. Community Involvement

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