Public Scoping Meeting for the Proposed Partial or Complete Closure of Defense Fuel Support Point
San Pedro, California

Crowne Plaza Los Angeles Harbor Hotel
Wednesday, March 18, 2015
6:00 p.m. to 8:00 p.m.

Navy and Defense Logistics Agency representatives are available to provide information and answer your questions.

Thank you for coming. We look forward to receiving your input!
The National Environmental Policy Act (NEPA) of 1969 requires United States (U.S.) federal agencies to consider the potential environmental impacts of their actions before making decisions. In compliance with NEPA, the U.S. Navy is preparing an Environmental Assessment (EA) to analyze the potential environmental impacts that may result from the proposed partial or complete closure of Defense Fuel Support Point San Pedro, CA.

**NEPA PROCESS**

The purpose of an EA is to determine whether a proposed action or its alternatives would have potentially significant impacts to the human or natural environment. In preparing the EA, the Navy will develop, describe, and study a reasonable range of alternatives in support of the Proposed Action.

The Navy will use the findings of the analysis to determine the next steps in the NEPA process. If the findings indicate environmental impacts would be significant, the Navy would prepare an Environmental Impact Statement and conduct additional analyses. If the findings indicate environmental impacts would not be significant, the Navy would prepare a Finding of No Significant Impact (FONSI). The FONSI would describe how the Navy determined the Proposed Action would have no significant impacts. The Navy would then proceed with the Proposed Action.

**COMMUNITY INVOLVEMENT**

The NEPA process provides opportunities for public input during both the Public Scoping period and the EA development. The public participates in the process by helping to identify environmental issues and potential alternatives, and by evaluating the analysis of the Proposed Action and alternatives. The Navy will consider all relevant comments received.

**NEXT STEPS**

When the Draft EA is made available for public review, the public will be notified and will have the opportunity to provide comments. Interested parties can request to be added to the project mailing list by contacting the Navy Public Affairs Officer. The Draft EA will be available for review during the 15-day public review period.
DFSP San Pedro consists of:
- Main Terminal (331 acres)
- Marine Terminal (9 acres)
- Off-site pipelines (totaling over 15 miles)

History:
- 1942: Navy constructs the facility
- 1980: Defense Logistics Agency takes over operations; Navy still owns property
- Currently: Property in a temporary closure status
**PURPOSE AND NEED**

The purpose of the Proposed Action is to partially or completely close the Defense Fuel Support Point (DFSP) San Pedro fuel facility. This includes the Main Terminal, Marine Terminal, on-site and off-site pipelines, and associated infrastructure.

The project is needed to close aging infrastructure and/or upgrade infrastructure as needed, limit environmental risk, and generate cost savings for the Department of Defense.

**PROPOSED ACTION**

Under the Proposed Action:
- DFSP San Pedro fuel facility would be partially or completely closed in accordance with applicable federal, state, and local laws and regulations.
- The existing Defense Logistics Agency (DLA) and Navy Host-Tenant Real Estate Agreement would be terminated.
- The Navy would continue to own DFSP San Pedro.

**NOT PART OF THE PROPOSED ACTION**

The following items are not included as part of the Proposed Action:
- The Environmental Assessment (EA) does not evaluate property disposal issues such as potential community reuse.
- No changes are proposed with respect to the ball fields or the Los Angeles Police Department (LAPD) Shooting Range; these areas would remain in their current condition and would continue to be available for public and LAPD use.
- Pier 12 would not be demolished under any of the proposed alternatives considered in the EA.

**ALTERNATIVES**

The Navy has identified four action alternatives (Alternatives 1, 2, 3, and 4) for the Proposed Action. In addition to these four action alternatives, the No Action Alternative will be analyzed in this EA:
- Alternative 1: Complete Closure with Partial Demolition
- Alternative 2: Complete Closure with Minimal Demolition
- Alternative 3: Complete Closure with Complete Demolition
- Alternative 4: Partial Closure with Minimal Demolition
- No Action Alternative: Resume Operations

**NO ACTION ALTERNATIVE**

DFSP San Pedro cannot permanently or indefinitely remain in a temporary closure status, but must instead either achieve permanent regulatory closure or be returned to operational status. Therefore, while implementation of the No Action Alternative would initially leave the DFSP San Pedro facilities in their current temporary closure status, in the event of such implementation, it is assumed timely action would be taken to restore operational status.
Alternative 1: Complete Closure with Partial Demolition

Under Alternative 1, and subject to obtaining regulatory approval, the Defense Fuel Support Point (DFSP) Main Terminal, Marine Terminal, and off-site pipelines would be closed in accordance with Unified Facilities Code 3-460-01. The following actions would occur under Alternative 1:

- The Marine Terminal would be demolished; however, Pier 12 would not be demolished.
- All aboveground storage tanks would be demolished at the terminals.
- All underground storage tanks would be filled with an inert solid material and abandoned in place.
- On-site aboveground pipelines would be demolished.
- On-site underground pipelines would be abandoned in place; except approximately 9,600 linear feet of on-site underground pipeline would be demolished.
- Off-site pipelines would be abandoned in place.
- All valve boxes, pump stations/houses, and warehouses would be demolished.
- All office and administrative buildings would be placed in long-term caretaker condition.
- A Closure Plan would be prepared to describe the work that would be performed and environmental commitments:
  - If soil or groundwater contamination is found during the closure process, a follow on site investigation and restoration project would be initiated.
  - Cleanup would be negotiated with the Certified Unified Program Agency and Regional Water Quality Control Board.
Alternative 2:
Complete Closure with Minimal Demolition

Under Alternative 2, and subject to obtaining regulatory approval, the Defense Fuel Support Point (DFSP) San Pedro Main Terminal, Marine Terminal, and off-site pipelines would be closed in accordance with Unified Facilities Code 3-460-01. Less demolition would occur under Alternative 2 than under Alternative 1. The following actions would occur under Alternative 2:

- At the Marine Terminal, all fuel equipment would be cleaned, secured, and marked Out-of-Service; no demolition would occur.
- All aboveground storage tanks (ASTs) at both the Main Terminal and the Marine Terminal would be cleaned, isolated/secured, and marked Out-of-Service; no demolition of ASTs would occur.
- All underground storage tanks would be abandoned in place.
- On-site aboveground and underground pipelines would be abandoned in place; except approximately 9,600 linear feet of on-site underground pipeline would be demolished.
- Off-site pipelines would be secured and abandoned in place.
- Miscellaneous infrastructure would be cleaned and secured (not demolished), with the exception of 12 valve boxes that would be demolished.
- All office and administrative buildings would be vacated in an “as is” condition.
- Utilities would be disconnected.
- A Closure Plan would be prepared to describe the work that would be performed and environmental commitments:
  - If soil or groundwater contamination is found during the closure process, a follow on site investigation and restoration project would be initiated.
  - Cleanup would be negotiated with the Certified Unified Program Agency and Regional Water Quality Control Board.
Alternative 3 is similar to Alternative 1, except that under Alternative 3, rather than a limited demolition plan, most of Defense Fuel Support Point (DFSP) San Pedro petroleum infrastructure would be demolished, subject to obtaining regulatory approval. The following actions would occur under Alternative 3:

- All DFSP San Pedro fuel facility aboveground storage tanks, underground storage tanks, on-site pipelines, pump houses, loading racks, vaults, etc. at the Main Terminal and Marine Terminal would be demolished and removed.
- Administrative and office spaces, as well as Pier 12, would not be demolished.
- Off-site pipelines would be abandoned in place.
- A Closure Plan would be prepared to describe the work that would be performed and environmental commitments:
  - If soil or groundwater contamination is found during the closure process, a follow on site investigation and restoration project would be initiated.
  - Cleanup would be negotiated with the Certified Unified Program Agency and Regional Water Quality Control Board.
Alternative 4: Partial Closure with Minimal Demolition

Under Alternative 4, and subject to obtaining regulatory approval, a portion of the Main Terminal would be permanently closed and a portion would be taken out of temporary closure status and placed into operation by the Navy. The Marine Terminal would be taken out of temporary closure status and placed into operation. Some of the off-site pipelines would be placed back into service and others would be abandoned in place. The following actions would occur as part of Alternative 4:

- The Marine Terminal (Pier 12) would be reopened and placed into operation.
- Aboveground storage tanks at both the Main Terminal and the Marine Terminal would be reopened and placed into operation.
- The concrete underground storage tanks (USTs) would be abandoned in place. The on-site pipelines associated with these concrete USTs would be abandoned in place. Approximately 9,600 linear feet of underground pipeline would be demolished along with 12 valve boxes.
- The steel USTs and their associated on-site pipelines would be reopened and placed into operation.
- Some of the previously active off-site pipelines would be reopened. These include the JP-5 and JP-8 pipelines between the Main Terminal and the Marine Terminal, and the 10-inch pipeline connected to the supplier. The remaining off-site pipelines would be abandoned in place.
THE EA WILL ADDRESS THE FOLLOWING RESOURCE AREAS

- Biological Resources
- Cultural Resources
- Water Resources
- Geological Resources
- Visual Resources
- Coastal Resources
- Hazardous Materials and Wastes
- Environmental Justice
- Air Quality
- Transportation
- Noise
- Land Use
- Utilities and Services
- Socioeconomics
- Public Health and Safety

RESOURCE AREAS OF INTEREST

Analysis of the following areas of potential interest will be conducted as part of the EA:

**Coastal California gnatcatcher (Polioptila californica californica).** The coastal California gnatcatcher is a federally threatened species that has been observed in the coastal sage scrub plant community at Defense Fuel Support Point (DFSP) San Pedro.

**Palos Verdes blue butterfly (Glaucopsyche lygdamus palosverdesensis).** The federally endangered Palos Verdes blue butterfly occurs at DFSP San Pedro. An organizational framework for species recovery is active at DFSP San Pedro.

TYPES OF ENVIRONMENTAL EFFECTS

- Direct Effects
- Indirect Effects
- Cumulative Effects
- Conflicts with land use plans, policies, or controls
- Short-term use of environmental versus long-term productivity
- Irreversible or irretrievable commitment of resources

Looking southeast from the Main Terminal
Habitat Types and Federally Listed Species

LEGEND
- Main Terminal Project Area
- Lease Areas (Not part of project)
- Existing Structures
- CAGN Observation
- Potential CAGN Habitat
- PVB Butterfly Observation
- PVB Butterfly Observations
  - 0 - 2 Years
  - 3 - 5 Years
  - 6 - 8 Years
  - 9 - 12 Years
- Potential PVB Butterfly Habitat

Notes: CAGN = Coastal California gnatcatcher; PVB = Palos Verdes blue butterfly.
HOW DO I PROVIDE MY COMMENTS?

★ Use and submit the comment sheet provided tonight.

★ Mail written comments to:
  
  Naval Facilities Engineering Command Southwest
  DFSP San Pedro EA Project Manager
  Attn: Code JE20.GB
  1220 Pacific Highway
  San Diego, CA 92132-5190

★ Email written comments to: nwssbpao@navy.mil

★ Comments must be emailed or postmarked by APRIL 3, 2015.

PROJECT SCHEDULE

★ The Draft Environmental Assessment will be available for public review (a 15-day review period) and comment later this year.

★ If selected, the project would be initiated in 2016.

Thank You For Coming.
We Look Forward To Receiving Your Input!