In accordance with the National Environmental Policy Act (NEPA) of 1969, the U.S. Navy has prepared a Draft Environmental Assessment to analyze the potential impacts of its proposal to renew fueling operations for commercial and military purposes at Defense Fuel Support Point (DFSP) San Pedro.

The Draft Environmental Assessment is available for public review and comment from April 19, 2019, through May 20, 2019. The Navy is requesting public input on the adequacy and accuracy of the environmental analysis presented in the Draft Environmental Assessment. This fact sheet provides a summary of the Navy’s Proposed Action, alternatives, environmental analysis findings, and how the public can be involved in the environmental review process.

**Background**

DFSP San Pedro is assigned to Naval Weapons Station Seal Beach and is comprised of two Special Areas: (1) San Pedro Fuel Depot (Main Terminal) and (2) Long Beach Fuel Complex (Marine Terminal including Pier 12) (see Figure 1). Operation of DFSP San Pedro is currently the responsibility of the Defense Logistics Agency (DLA). DLA has been a tenant to the Navy at DFSP San Pedro since 1980.

As of May 2014, DLA placed all underground storage tanks at DFSP San Pedro in a temporary closure (or non-active) status, so the complex could be re-opened or permanently closed depending on future mission requirements. An Environmental Assessment was completed jointly by the Navy and DLA in February 2016 to analyze impacts that could potentially result from the complete or partial permanent closure of DFSP San Pedro as a DLA-run facility. A Finding of No Significant Impact was signed in February 2016 in conjunction with the decision to move forward with a partial closure of the facility.

DLA subsequently began the process of permanently closing all underground storage tanks on the Main Terminal. At the same time, the Navy began the process of planning for the long-term utilization of DFSP San Pedro. The Navy determined, based on its mission needs, an evaluation of the facilities, and of regulatory, resource, and development considerations at DFSP San Pedro, that potential options existed to allow for a lessee to use DFSP San Pedro for commercial fueling operations under an outlease. A separate fuel purchase agreement would be established with a private/commercial entity to support the Navy’s fueling requirements at the installation.
The Navy proposes to enter into a commercial outlease of its fee-owned real property (pursuant to 10 United States Code section 2667) and assign its interests in the Navy-owned fuel pipeline rights-of-way to allow for renewed fueling operations for commercial and military purposes at DFSP San Pedro. The purchase and delivery of fuel to Navy vessels and ships would be addressed by the Navy through contracts outside of the commercial outlease. The commercial outlease lessee would be required to provide the Navy with the capability of receiving fuel alongside Pier 12 at the Marine Terminal during routine and contingency operations. The term “outlease” refers to the leasing of military-controlled, non-excess, fee-owned property.

Rehabilitation of facilities and infrastructure would likely be required to accommodate continued use of DFSP San Pedro; however, development at the Main and Marine Terminals would be limited to previously disturbed areas and those areas that do not contain environmental resources of concern. The area proposed for outlease would exclude the ball fields on the northwest and northeast areas of the Main Terminal, and the Los Angeles Police Department shooting range, located just south of the Administration Area on the eastern border of the Main Terminal. All conditions that were required as part of recent Biological Opinions issued to DFSP San Pedro would still apply under the Proposed Action.

Figure 1 - Project Location Map: The Main Terminal is primarily located in the community of San Pedro within the city of Los Angeles, and the Marine Terminal is located within the Port of Long Beach, adjacent to the Port of Los Angeles. The areas at DFSP San Pedro proposed for outlease consist of approximately 311 acres of the Main Terminal, the approximately 8.3-acre Marine Terminal, and an off-site network of pipelines totaling approximately 14 miles.
Renewed fueling operations at DFSP San Pedro would help to ensure the availability of fuel supplies to Pacific Fleet vessels during normal operations and contingency scenarios. Periodic fueling for the Navy during normal operations would include approximately six ships per quarter, or 24 ships per year. Contingency fueling would involve a temporary potential surge of up to several ships per week before returning to normal operations. During contingency fueling events, the Navy would be given priority over all other potential users to ensure certainty and primacy in fueling when needed.

Purpose and Need

The purpose of the Proposed Action is the reactivation and sustainment of the DFSP San Pedro facility to the maximum extent practicable for commercial fueling use, with allowance for periodic and contingency fueling of Navy ships, in support of 10 United States Code section 5062.

The need for the Proposed Action is to ensure the fullest possible use and maintenance of the Navy’s assets (e.g., the DFSP San Pedro Main and Marine Terminals and associated pipelines) through the commercial use of facilities and infrastructure while maintaining capability to meet periodic and contingency Navy fueling needs.

Currently, DFSP San Pedro supports administrative fueling infrastructure, buildings and bunkers, aboveground storage tanks, other fueling-related infrastructure, pipelines including fuel pipelines, sewer and other rights-of-way, and a fuel pier. All underground storage tanks have been disconnected, cleaned, and filled with foamcrete.

Environmental Assessment

The purpose of an Environmental Assessment is to determine whether a proposed action would have potentially significant impacts on the human, natural, or cultural environment. In preparing the Draft Environmental Assessment, the Navy developed and studied a reasonable range of alternatives that would meet the purpose and need of the Proposed Action based on screening criteria.

Screening Criteria

The Council on Environmental Quality’s implementing regulations for NEPA provide guidance on the consideration of alternatives and require rigorous exploration and objective evaluation of reasonable alternatives. Only those alternatives determined to be reasonable and that meet the purpose and need of the Proposed Action require detailed analysis.

Potential alternatives that meet the purpose and need were evaluated against the following screening criteria:

- The alternative must allow for both priority surge (i.e., contingency) fueling of Navy ships within the southern California area as well as fueling under routine operations.

- Development under each alternative must avoid areas with known sensitive natural resources; disturbance would be limited to areas historically used for operations.

- The alternative must ensure reactivation and sustainment of existing Navy infrastructure in a cost-effective manner to the Navy.

- The alternative must allow for the maintenance and enhancement of habitat for the Palos Verdes blue butterfly and coastal California gnatcatcher.

- The alternative must accommodate the ongoing DLA and Navy site cleanup pursuant to both the Comprehensive Environmental Response, Compensation, and Liability Act and the Clean Water Act.
**Alternatives**

The Draft Environmental Assessment includes the analysis of potential environmental impacts of two action alternatives and a No Action Alternative, described below.

**No Action Alternative**

Under the No Action Alternative, the Proposed Action would not occur. The No Action Alternative, which is equivalent to what was identified and analyzed as the partial permanent closure alternative (Alternative 4) in the 2016 EA, would involve permanent closure of a portion of the facility, while a portion would be taken out of temporary closure status and returned to operation by the Navy. In addition, some of the off-site pipelines would be placed back into service and others would be abandoned in place.

Activities related to the closure of underground storage tanks and other infrastructure included under the 2016 EA’s Alternative 4 have been completed, and no additional closure activities related to the 2016 EA would occur. Facilities past their service life would be demolished as resources allow, and additional permanent closures to pipelines would continue to take place over time as the condition of some facilities degrades to an unsustainable level and the relevance of some facilities changes due to changes in operations at DFSP San Pedro.

Facilities critical to the fueling mission would be repaired and reactivated from the temporary closure status, in accordance with the partial operations analyzed under the 2016 EA. These facilities would be returned to operation by the Navy and potentially contracted out via a new base operating support services contract similar to the one the DLA operated under prior to the 2016 EA. Operations would be approximately one-third of historical pre-temporary closure levels.

The No Action Alternative does not meet the Navy’s purpose and need, but will be carried forward for analysis in the Environmental Assessment as required by NEPA. The No Action Alternative will be used to analyze the consequences of not undertaking the Proposed Action and will serve to establish a comparative baseline for analysis.

**Alternative 1: Rehabilitation and Operation of Main and Marine Terminals and Operation of On-Site and Off-Site Pipelines**

Alternative 1 would allow commercial fueling operations at both the Main and Marine Terminals, and would provide for periodic and contingency fueling of Navy ships. During contingency fueling events, the Navy would be given priority over all other potential users to ensure certainty and primacy in fueling when needed.

Alternative 1 would include limited or full use of the Main Terminal as deemed appropriate by the lessee to meet their and the Navy’s fueling capacity and capability needs. This could include the rehabilitation of existing infrastructure as selected by the lessee, as well as potential construction of new infrastructure by the lessee on previously disturbed land. New infrastructure could include fueling-related infrastructure, including but not limited to any combination of aboveground storage tanks; office, industrial, warehouse, or storage buildings; outdoor storage areas; and parking areas; or adding potential energy facilities (e.g., solar farms, battery storage facilities) to support on-site energy requirements, as well as provide for some ancillary commercial distribution. Site use could also include the on-site pipelines via outlease as well as off-site pipelines (G-Line, R-Line, and Long Beach Pipelines connecting the Main and Marine Terminals) via separate assignment documents. Rehabilitation of the existing on-site pipelines could potentially include the construction of new/spur pipelines within the terminals.

Either the Navy, a contractor to the Navy, or the lessee would be responsible for conducting ongoing maintenance of, and required environmental compliance activities in, the Main and Marine Terminals and associated pipelines, including such maintenance and compliance requirements in sensitive habitat areas, though the Navy would retain overall responsibility for all aspects of environmental compliance. Any non-emergency ground disturbing activities (e.g., inspection, repair, replacement, rehabilitation, reconstruction, or maintenance) of the pipelines outside the boundaries of the terminals by the lessee could potentially require additional environmental impact analysis. In addition, any changes to pier structure or permanent fixtures to facilitate commercial vessels would also potentially require additional environmental impact analysis.

**Alternative 2: Rehabilitation and Operation of Marine Terminal and Operation of On-Site and Off-Site Pipelines**

Alternative 2 would allow commercial fueling operations in the same manner as Alternative 1, but only at the Marine Terminal. It would also provide for periodic and contingency fueling of Navy ships. During contingency fueling events, the Navy would be given priority over all other potential users to ensure certainty and primacy in fueling when needed. Alternative 2 would also include
rehabilitation of existing infrastructure and construction of new infrastructure, of the same types as noted for Alternative 1, on previously disturbed land at the Marine Terminal. Site use could also include the Long Beach Pipelines on and leading to the Marine Terminal via separate assignment documents. Rehabilitation of the existing on-site pipelines could potentially include the construction of new/spur pipelines at the Marine Terminal.

As with Alternative 1, either the Navy, a contractor to the Navy, or the lessee would be responsible for conducting ongoing maintenance of, and required environmental compliance activities in, the Main and Marine Terminals and associated pipelines, including such maintenance and compliance requirements in sensitive habitat areas, though the Navy would retain overall responsibility for all aspects of environmental compliance. Any non-emergency ground disturbing activities (e.g., inspection, repair, replacement, rehabilitation, reconstruction, or maintenance) of the pipelines outside the boundaries of the terminal, or changes to pier structure or permanent fixtures to facilitate commercial vessels), could potentially require additional environmental impact analysis.

**Summary of Findings**

For all resource areas studied, the analysis presented in the Draft Environmental Assessment indicates that none of the action alternatives would result in significant environmental impacts, and with implementation of impact avoidance and minimization measures, the anticipated impacts of the Proposed Action would be further minimized. For more information about potential environmental impacts, please refer to Section 3.14 of the Draft Environmental Assessment. For a list of impact avoidance and minimization measures, please refer to Appendix B of the Draft Environmental Assessment.

**Air Quality**

Air quality is defined by the concentration of pollutants in the atmosphere. The air pollutants that are considered in this analysis include volatile organic compounds, nitrous oxide, carbon monoxide, sulfur dioxide, particulate matter less than or equal to 10 microns in diameter, and particulate matter less than or equal to 2.5 microns in diameter. A temporary increase in dust would occur during construction. Emissions from construction and renewed operations would fall well below emission thresholds for all pollutants except nitrous oxide. The Navy is consulting with the South Coast Air Quality Management District to confirm that emissions are within the emissions budget in the current Air Quality Management Plan and are accounted for within the State Implementation Plan.

**Water Resources**

Water resources include surface water (such as rivers, nearshore waters, and wetlands), groundwater, water quality, and floodplains. There is no potential for significant direct impacts on surface waters or floodplains. Through compliance with stormwater pollution prevention plans and the use of associated best management practices, there would be no significant impacts on groundwater.

**Geological Resources**

Geological resources include topography, geology, soils, and mineral resources. Through the use of engineering measures and erosion controls, construction and renewed operations would not result in significant impacts on geological resources.

**Biological Resources**

Biological resources include native or naturalized plant and animal species and their habitats. An increase in dust, noise, or visual disturbances during construction could affect wildlife, but the impacts would be temporary; therefore, there would be no significant impacts on biological resources. Biological resources would continue to be managed in accordance with the Integrated Natural Resources Management Plan and recent Biological Opinions issued to DFSP San Pedro.

**Land Use and Coastal Resources**

Land use includes current and planned uses and the regulations, policies, or zoning that may control the proposed land use. Land uses and coastal resources would not change under renewed operations at either the Main or Marine Terminal; therefore, there would be no impacts on land uses and coastal resources.

**Visual Resources**

Visual resources include the natural and built features of the landscape visible from public views that contribute to an area’s visual quality. Equipment installed for renewed operations would be similar to existing infrastructure on site at the Main and Marine Terminals and surrounding areas, and does not represent a significant change to the visual environment. The presence of construction equipment during construction would be temporary; therefore, there would be no significant impacts on visual resources.

**Noise**

Noise is defined as unwanted or annoying sound that interferes with or disrupts normal human activities. Noise from construction activities would be temporary,
and noise generated by renewed operations would not change significantly from existing activity and would be consistent with the current industrial land uses surrounding the facility; therefore, there would be no significant impacts from noise.

**Infrastructure**

Infrastructure includes utilities and facilities (including water distribution, wastewater collection, stormwater collection, solid waste management, energy, and communications). Renewed operations would potentially result in renewed use of existing infrastructure with the possible connection to new infrastructure. Demand for utilities would be consistent with historic demand. An increase in production of solid waste during construction would be temporary; therefore, there would be no significant impacts on infrastructure.

**Transportation**

Transportation refers to the movement of traffic (such as passenger vehicles, trucks, and vessels) on both public and private roadways and waterways. Traffic in waterways related to fueling operations is anticipated to incrementally increase but be of negligible volume and impact in regard to the vast size and impact of the Los Angeles Harbor. A temporary increase in vehicular traffic would occur during construction, and once fuel delivery and distribution operations resumed, there would be an increase in traffic associated with workers’ commutes and the delivery of fuel by trucks to customers. Based on current conditions, there is substantial capacity on North Gaffey Street and Nimitz Road to accommodate the additional estimated construction and renewed operations traffic; therefore, there would be no significant impacts on transportation.

**Public Health and Safety**

Public health and safety include consideration for any activities that have the potential to affect the safety, well-being, or health of members of the public. The Navy’s implementation of a construction health and safety program; site-specific health and safety plans; spill contingency plans; compliance with federal, state, and local safety regulations; and the exclusion of the public from construction and renewed operations areas would prevent and minimize potential risk; therefore, no significant impacts would occur.

**Hazardous Materials and Wastes**

Hazardous materials are defined as chemical substances that have the potential to cause substantial harm to human health or the environment. Proposed construction could encounter contamination associated with existing Navy Installation Restoration Program sites and/or DLA restoration sites. However, the sites would not be available for development until ongoing site assessments and remediation activities are completed. Through the use of best management practices and compliance with applicable plans, renewed operations would not result in significant impacts.

**Socioeconomics**

Socioeconomics includes population demographics, employment, schools, and housing occupancy data. Construction may temporarily increase economic activity, and additional personnel may be hired to support renewed operations, which would also increase economic activity. Employees would likely be hired from surrounding communities, so new housing or schools would not be needed.

**Environmental Justice**

Environmental justice is defined as the fair treatment of all people regardless of race, color, national origin, or income with respect to environmental laws, regulations, and policies. With implementation of safety and minimization measures, construction and renewed operations would not cause disproportionate effects on minority or low-income populations.

The analysis in the Draft Environmental Assessment indicates there would be no significant impacts on the environment from the proposed renewal of fueling operations for military and commercial purposes at DFSP San Pedro.
The NEPA Process and Community Involvement

NEPA requires federal agencies to consider the potential environmental impacts of their proposed actions before making a decision. The public has an opportunity to provide input at key phases of the NEPA process:

- **During the public scoping phase** *(occurred October – November 2018)*
  The public helps identify the scope of analysis, environmental resource areas, and potential alternatives to be analyzed in the Environmental Assessment.

- **When the Draft Environmental Assessment is available** *(current phase)*
  The public evaluates and comments on the analysis of the Proposed Action and alternatives and their potential impacts on several environmental resource areas.

The Navy will use the findings of the environmental analysis to determine the next steps in the NEPA process. The analysis presented in the Draft Environmental Assessment indicates that none of the action alternatives would result in significant environmental impacts, and with implementation of impact avoidance and minimization measures, the anticipated impacts of the Proposed Action would be further minimized.

The public can participate in the NEPA process by providing input on the adequacy and accuracy of the environmental analysis presented in the Draft Environmental Assessment.

---

**NEPA Process**

- **Public Comment Period to Identify Scope for Environmental Assessment (EA)**
  Oct. 10, 2018 – Nov. 13, 2018

- **Preparation of Draft EA**
  Nov. 13, 2018 – April 19, 2019

- **Public Review and Comment on Draft EA**
  April 19, 2019 – May 20, 2019

- **Preparation of Final EA**
  Spring – Fall 2019

- **Finding of No Significant Impact (FONSI)**

- **Notice of Availability of Final EA/FONSI**

- **Notice of Intent to Prepare an Environmental Impact Statement** *(If EA finds Proposed Action would have significant impacts)*

Boxes with indicate opportunities for public involvement.
How to Submit Comments

Comments must be submitted by the close of the public comment period on Monday, May 20, 2019. All comments submitted by the due date will be considered in preparation of the Final Environmental Assessment.

- Submit written comments via email: nwssbpao@navy.mil
- Provide written comments at the open house information session
- Mail written comments to:
  Naval Facilities Engineering Command Southwest
  Attention: Code EV25.TB
  937 N. Harbor Drive
  Building 1, 3rd Floor (Environmental)
  San Diego, CA 92132

Open House Information Session

To inform the public about the Proposed Action and obtain public input, the Navy is holding an open house information session on:

Monday, May 6, 2019
5 p.m. to 8 p.m.
Peck Park Community Center
560 N. Western Ave.
San Pedro, CA 90732

Navy representatives will be available at poster stations to provide information about the project and answer questions. The public may arrive any time during the open house information session. Arriving by 7:30 p.m. is suggested to allow ample time to visit the poster stations. There will be no formal presentation.

For More Information

- Visit www.cnic.navy.mil/SanPedroEA
- Contact Naval Weapons Station Seal Beach Public Affairs Office at 562-626-7215

The Draft Environmental Assessment is available for review online at www.cnic.navy.mil/SanPedroEA and at several libraries: San Pedro Regional, Peninsula Center, Bay Shore Branch, Miraleste Branch, and Wilmington Branch.

The DFSP San Pedro 2016 Environmental Assessment and Finding of No Significant Impact are also available at the website listed above.