

# ENVIRONMENTAL ASSESSMENT FOR NAVAL WEAPONS STATION SEAL BEACH AMMUNITION PIER AND TURNING BASIN



## Introduction

Naval Weapons Station Seal Beach is the primary munitions installation for the Navy's Pacific Fleet surface ships. Its primary role is to store Navy and Marine Corps munitions, such as missiles, torpedoes and gun ammunition, and to load and unload Navy ships and larger Coast Guard vessels with the munitions they need to conduct their missions.

Ships are loaded and unloaded in Anaheim Bay at the installation's ammunition wharf, which was constructed in 1953. The wharf's condition, capacity and configuration do not meet the Navy's current and future needs. Specifically, the current wharf has the following limitations:

- Built before the introduction of modern earthquake codes
- Unable to support the loading of two medium-sized ships at the same time
- Too small to dock larger Navy ships such as helicopter carriers
- Security concerns from adjacent civilian small boat traffic in Anaheim Bay

As part of the U.S. Rebalance to the Asia-Pacific region, the Navy is moving more of its ships from the Atlantic Ocean to the Pacific Ocean, which will increase the number of ships that Naval Weapons Station Seal Beach will be required to support. The next nearest major weapons station port is Indian Island, Washington, which is a 2,400-nautical-mile round trip from the fleet bases in San Diego.

*The U.S. Navy is beginning the preparation of an Environmental Assessment to analyze the potential impacts of constructing a replacement ammunition pier and waterfront facilities at Naval Weapons Station Seal Beach.*

*The Navy is requesting public input at the earliest stage to ensure that community concerns are considered and appropriately addressed. This fact sheet describes the proposed project and how the public can be involved in the environmental review process.*



# About the Project

## The Navy proposes to construct:

- A replacement ammunition pier (approximately 1,100-feet by 125-feet)
- Associated waterfront facilities
- A new small boat access channel for civilian boat traffic to and from Huntington Harbour

The project would include dredging for the pier, turning basin and small boat access channel.

The proposed pier would replace the existing wharf, which is more than 60 years old, built before the inception of modern earthquake codes, and past its design life.

## The proposed project would have public benefits and would result in safer, more efficient naval operations:

- The new pier would meet current earthquake standards.
- The project would support the loading of more than one medium-sized ship at a time, allowing the Navy to quickly deploy ships overseas during times of crisis.
- The project would enable larger ships to safely enter Anaheim Bay and load at the new pier.
- The project would provide greater separation between Navy operations and civilian activity in Anaheim Bay and along Pacific Coast Highway, promoting increased safety and security for the Navy and the public.
- A channel for civilian boat traffic to and from Huntington Harbour would significantly reduce disruptions to boaters during Navy ship transits, high-security conditions and exercises.

*The proposed project would have public benefits and would result in safer, more efficient naval operations.*

During planning and construction, the Navy would work closely with regulatory agencies to minimize impacts on the public and environment.

Construction activities would be designed so that civilian boaters could safely transit through Anaheim Bay to and from Huntington Harbour during the project. The expected duration for construction of the proposed project would be approximately 2.5 years.

## Environmental Assessment

During development of the Environmental Assessment, the Navy will evaluate the Proposed Action and several alternatives for potentially accomplishing it. The public can participate in the process by helping to identify issues and potential alternatives. The viable alternatives identified to date are summarized in Table 1 on the next page.

### *Alternative 1:*

*Ammunition Pier at South Mole with Interior Small Boat Channel*

### *Alternative 2:*

*Ammunition Pier at South Mole with Exterior Small Boat Channel*

### *Alternative 3:*

*Ammunition Pier Parallel to South Mole with Exterior Small Boat Channel*

## No Action Alternative:

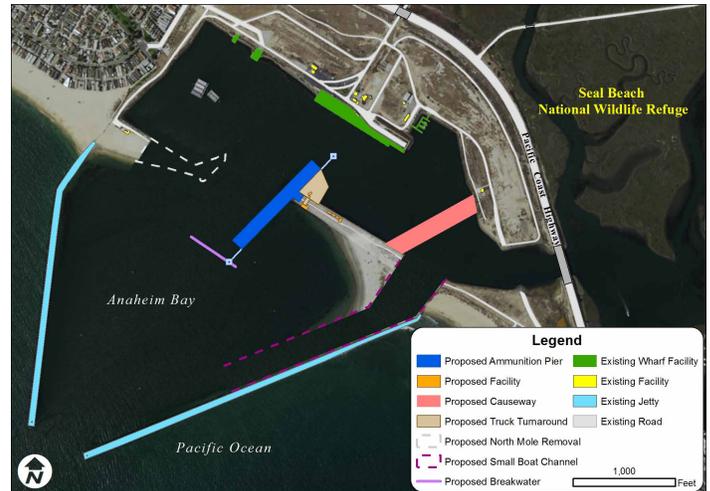
Under the No Action Alternative, the Proposed Action would not occur. As required by federal law, the No Action Alternative is carried forward for analysis in the Environmental Assessment, and provides a baseline for measuring the environmental impacts of the action alternatives. The No Action Alternative does not meet the Navy's purpose and need.

## The Environmental Assessment will focus on resource areas that may potentially be impacted. The public is encouraged to provide input on these and other resource areas:

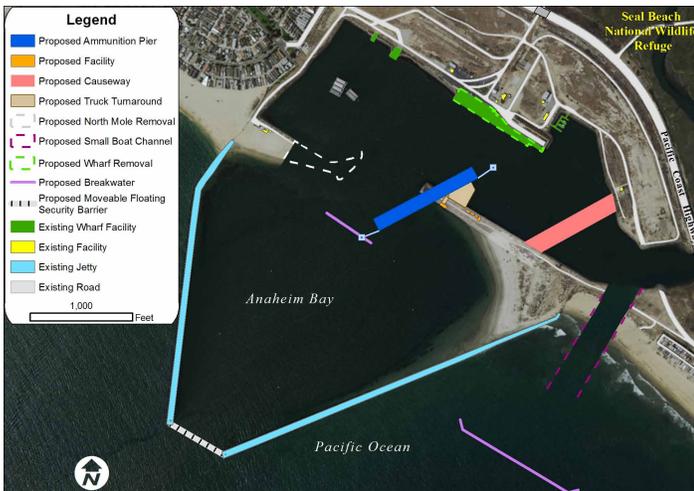
Land use, biological resources, coastal resources, air quality and climate change, public health and safety, transportation, water resources, visual quality, noise, socioeconomics, utilities, and topography, geology and soils.

# Environmental Assessment - Proposed Action and Alternatives

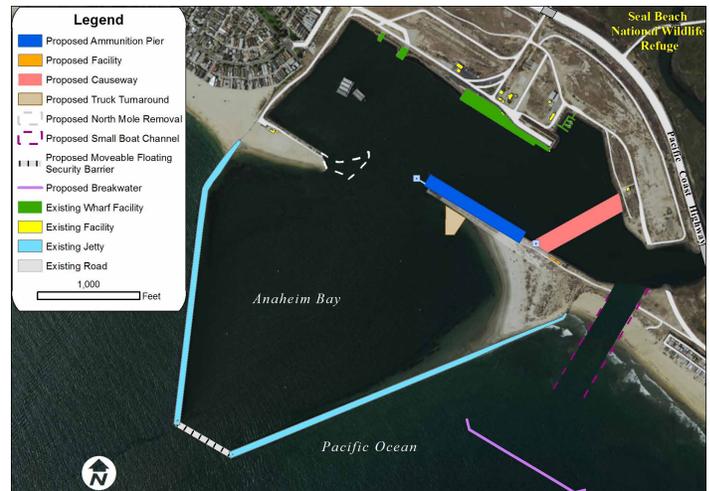
*The public can participate by helping to identify environmental issues and potential viable alternatives to be analyzed in the Environmental Assessment.*



Alternative 1



Alternative 2



Alternative 3

Table 1. Summary of Alternatives	Alternative 1	Alternative 2	Alternative 3
New ammunition pier (at end of south mole)	X	X	
New ammunition pier (parallel to south mole)			X
Small boat channel (within the south jetty)	X		
Small boat channel (outside the south jetty)		X	X
New offshore breakwater and entrance jetties		X	X
New breakwater (within the harbor)	X	X	
Fixed floating barrier (within the harbor)	X		
Moveable floating barrier (at harbor entrance)		X	X

All of the alternatives propose waterfront facilities, utilities, reduction and relocation of moorings/anchorages, causeway and truck turnaround, security fencing and lighting.

# The NEPA Process & Community Involvement

The National Environmental Policy Act (NEPA) requires federal agencies to consider the potential environmental impacts of their 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**

The public helps identify environmental issues and potential alternatives to be analyzed in the Environmental Assessment.

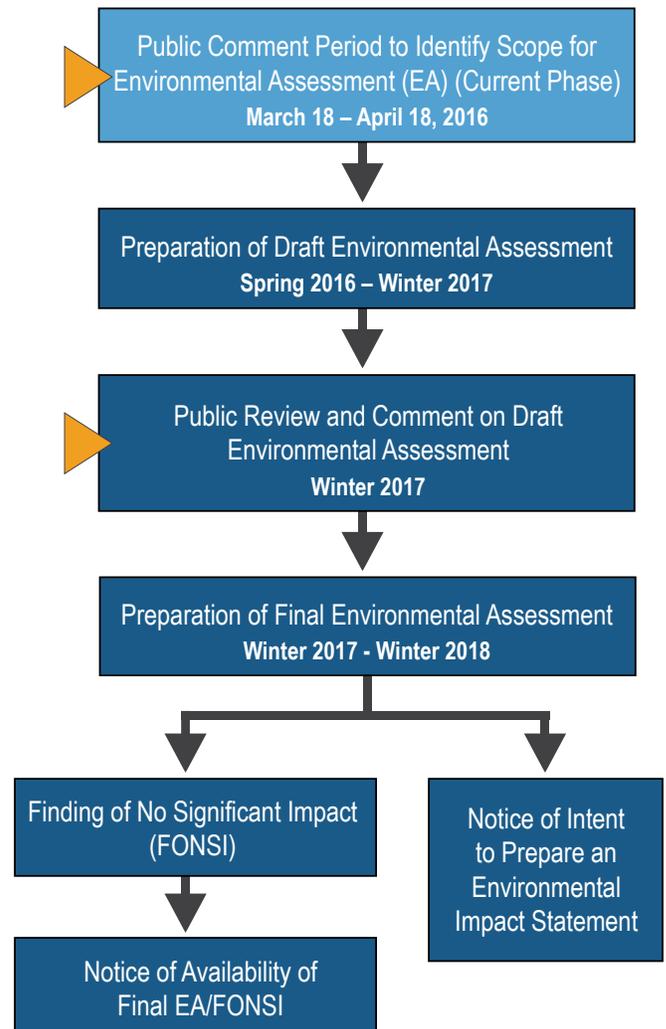
- **When the Draft Environmental Assessment is completed**

The public evaluates and comments on the analysis of the Proposed Action and alternatives.

*The Navy is committed to a transparent and thorough environmental review. The public's input helps to ensure all relevant issues are appropriately addressed.*

The Navy will use the findings of the Environmental Assessment to determine the next steps in the NEPA process. If it is found that significant impacts would result, which could not be mitigated to less than significant levels, then the preparation of an Environmental Impact Statement would be needed. If the findings indicate that environmental impacts would not be significant, the Navy would prepare a Finding of No Significant Impact, which would describe how the Navy determined that the Proposed Action would have no significant impacts. The Navy could then proceed with the selected alternative.

## National Environmental Policy Act Process



Boxes with ► indicate opportunities for public involvement.

## How to Submit Comments

### Submit written comments online:

<https://SealBeachEA.com/>

### Mail written comments to:

Naval Facilities Engineering Command Southwest  
Attn: Code JE20.TB  
1220 Pacific Highway, Building 131  
San Diego, CA 92132

### For More Information

Visit <https://SealBeachEA.com/> | Contact the Naval Weapons Station Seal Beach Public Affairs Office at 562-626-7215

Comments for the scoping phase must be submitted by the close of the public comment period on **Monday, April 18, 2016**. All timely and substantive comments will be considered in preparation of the Draft Environmental Assessment.

There will be another public comment opportunity when the Draft Environmental Assessment is available for public review and comment, which is expected to be in winter 2017.