



CITY OF RANCHO PALOS VERDES

**RANCHO PALOS VERDES CITY COUNCIL
AGENDA REPORT**

**MEETING DATE: 06/16/2020
AGENDA HEADING: Consent Calendar**

AGENDA TITLE:

Consideration and possible action to review the current status of Border Issues.

RECOMMENDED COUNCIL ACTION:

(1) Receive and file the first biannual report on the status of Border Issues for 2020.

FISCAL IMPACT: None

Amount Budgeted:	N/A
Additional Appropriation:	N/A
Account Number(s):	N/A

ORIGINATED BY: Megan Barnes, Senior Administrative Analyst *MB*
REVIEWED BY: Karina Bañales, Deputy City Manager *KB*
APPROVED BY: Ara Mhramian, AICP, City Manager *AM*

ATTACHED SUPPORTING DOCUMENTS:

- A. May 2020 Defense Fuel Support Point San Pedro Request for Qualifications (page A-1)
- B. March 2020 Ponte Vista Specific Plan Interpretation Determination Letter (page B-1)
- C. Ponte Vista Subarea Plot Plan (page C-1)
- D. The Estates at Ponte Vista Presentation (page D-1)
- E. Ponte Vista Entry Gates and Monument Signs Presentation (page E-1)

EXECUTIVE SUMMARY:

This biannual report includes:

- An update on the Cal Water pipeline project in Rolling Hills Estates, the unincorporated Westfield community and Rancho Palos Verdes
- An update on the proposed 248-unit Butcher Solana apartment project at Hawthorne Boulevard and Via Valmonte in Torrance
- An update on the proposed leasing of the Defense Fuel Support Point San Pedro for commercial fueling operations

- An update on the Ponte Vista development on a former Navy housing site on Western Avenue in San Pedro

BACKGROUND AND DISCUSSION:

This is the first biannual report to the City Council on various “Border Issues” potentially affecting residents of Rancho Palos Verdes for 2020. The full current status report and archived reports are available on the City’s website at:

<http://www.rpvca.gov/781/Border-Issues-Status-Report>

Please note that, with the approval of changes to City Council Policy No. 34, the next Border Issues Status Report is expected to appear on a City Council agenda in December 2020.

Current Border Issues

Palos Verdes Peninsula Water Reliability Project, Rolling Hills Estates/Los Angeles County/Rancho Palos Verdes

In mid-January 2020, Cal Water crews transitioned to the second phase of 24/7 traffic control on Crenshaw Boulevard from Silver Spur Road to south of Chadwick Lane for the Palos Verdes Peninsula Water Reliability Project. Construction delineators and dual yellow striping were moved from the northbound lanes of Crenshaw Boulevard to the southbound lanes, with one lane open in each direction at all times. Night work restarted on Crenshaw Boulevard, beginning at the Rolling Hills United Methodist Church and continuing down to south of Chadwick Lane, including the intersection of Crenshaw Boulevard and Palos Verdes Drive North.

In late January, crews repaved the southbound lane of Crenshaw Boulevard from Crest Road to Indian Peak Road and performed striping in early February. Crews then began construction at the intersection of Crenshaw Boulevard and Silver Spur Road, with downhill traffic diverted to the southbound lane of Crenshaw Boulevard. Flashing red signals and traffic control officers were in place to facilitate traffic flow. Work in the intersection was completed by March 9.

A milestone was reached in mid-April, when Cal Water announced that all seven new miles of pipeline was installed, 24/7 traffic control was removed on Crenshaw Boulevard and all lanes were reopened. Crews began conducting finishing work, including welding and grouting, to prepare for the new pipeline to be tied into the existing drinking water system, with smaller, periodic daytime closures along Crenshaw Boulevard.

At the end of April, another milestone was reached when night work was completed on Crenshaw Boulevard from the Rolling Hills United Methodist Church to Chadwick Lane, including the intersection of Palos Verdes Drive North and Crenshaw Boulevard.

As of the writing of this report, tie-in work connecting the new pipeline to the existing water system was scheduled for June 10, which may cause a temporary drop in water pressure for residents and businesses on the Peninsula for approximately 24 hours. Residents were asked to be mindful of water usage and to conserve where possible to prevent further lowering of water pressure or any potential interruptions in water service.

There will continue to be smaller, periodic closures along Crenshaw Boulevard, between Crest Road and the Rolling Hills United Methodist Church, as crews continue finishing work for the new drinking water pipeline.

Once final tie-ins are complete in the next few weeks, residents will see a decrease in heavy construction and traffic control measures as crews transition to completing the remaining, minor finishing work along the water pipeline route.

The new pump station on Crenshaw Boulevard, just north of Silver Spur Road, remains under construction, with work taking place from Monday to Friday, between 7 a.m. and 5 p.m., with some intermittent Saturday work.

In July, Cal Water expects to begin a 30-day acceptance period during which the new water pipeline and pump station will be fully operational.

Cal Water currently anticipates that all activities for the new water pipeline and pump station will be complete by the end of the summer. As a reminder, these currently represent Cal Water's best estimates. Construction timing may change based on several factors, including unforeseeable field circumstances.

Staff will remove this item from future Border Issues Status Reports. For additional information about the Palos Verdes Peninsula Water Reliability Project, visit <http://www.pvpwaterproject.com> or call 310-257-1400 (mention the PVP Water Reliability Project).

Butcher Solana Residential Development Project (Torrance)

There has been no change in the status of the proposed Butcher Solana apartment project at the southwest corner of Hawthorne Boulevard and Via Valmonte, which would consist of 248 one- and two-bedroom apartments in three five-story buildings with 484 parking spaces in a six-story structure.

According to the City of Torrance, in mid-September 2019, the project developer notified planning staff it was putting the project on hold while it reviewed more than 690 comment letters on the project's Draft Environmental Impact Report, which was released in June 2019.

City of Torrance planning staff has indicated the project remains on hold as of June 2020.

Staff will continue to monitor this issue in future Border Issues Status Reports. Additional information about the project is available on the City of Torrance's website at <https://www.torranceca.gov/our-city/community-development/planning/butcher-solana>.

Current Border Issues

Defense Fuel Support Point San Pedro (Los Angeles (San Pedro))

On November 4, 2019, the U.S. Navy released a request for proposals (RFP) for a proposed outlease of Defense Fuel Support Point San Pedro (DFSP), the sprawling, inactive Navy fuel tank farm on North Gaffey Street (which borders the City on a stretch of Western Avenue), and an 8-acre marine terminal about five miles southeast in the Port of Long Beach.

The proposed outlease with a commercial operator would enable the Navy to use the site for fueling operations for its growing Pacific Fleet without having to cover the costs of rehabilitation and maintenance. A draft environmental assessment (EA) was released in April 2019, and the City submitted comments raising serious concerns with the proposal, including the unknowns of potential commercial uses and the construction of new facilities at the San Pedro site, public safety hazards, increased traffic, and biological and visual impacts.

The solicitation period for the RFP closed on February 14, 2020, with no proposals received. However, the Navy still has a requirement for contingency ship fueling that must be provided in a safe, secure and cost-effective manner. After receiving feedback from the industry, it was determined that there was commercial interest in the release of a modified solicitation offering more flexible alternatives (including the ability to take only portions of the DFSP property rather than the entire property) and more information to proposers. The Navy released a Request for Qualifications (RFQ) on May 1, 2020, with a re-structured RFP scheduled to be available in July 2020. The RFQ was updated to extend the deadline for Statements of Qualification to June 11, 2020.

A copy of the RFQ is attached to this report (Attachment A) and can be viewed online at https://beta.sam.gov/opp/e70b882837da49ea9a67ce7403c2738f/view?keywords=defense%20fuel%20support%20point&sort=-relevance&index=opp&is_active=true&page=1

It is Staff's understanding that the final EA will not be released until after proposals come in so the assessment can fully analyze the most likely scenarios for future use of the site.

Staff will continue to monitor this issue in future Border Issues Status Reports.

Ponte Vista (formerly Highpark) Project (Los Angeles (San Pedro))

There have been significant developments in the progress of the 676-unit Ponte Vista residential development in San Pedro (please note that the project name has changed

back from Highpark to Ponte Vista). The project site is located on 61.4 acres of former Navy housing at 26900 South Western Avenue, across from and just south of Green Hills Memorial Park.

In November 2019, the project's new owner and master developer, Harridge Development Group, applied to the City of Los Angeles for an interpretation of the Ponte Vista at San Pedro Specific Plan to make minor adjustments to internal boundaries between subareas within the development. The interpretation was approved in March 2020 (Attachment B). A plot plan showing the seven subareas of the project is included in this report (Attachment C).

In mid-January 2020, the City began receiving complaints about traffic congestion from residents off Western Avenue in and around the Rolling Hills Rivera Homeowners Association (generally the streets around Avenida Aprenda). The traffic was the result of roadwork being performed by Caltrans as part of the improvements associated with the Ponte Vista project. The work included:

- the installation of upgraded traffic signals at Avenida Aprenda, Pacific Coast Highway, Palos Verdes Drive North and Capital Drive
- a widening of Western Avenue to create a dedicated right turn-out lane taking motorists into the Ponte Vista property
- the installation of a new signal at Peninsula Verde Drive, just north of Avenida Aprenda, on Western Avenue
- the installation of a left-turn signal for entrance into Mary Star of the Sea High School from Western Avenue
- new medians, landscaping and bus turnout lanes

Staff coordinated with Caltrans and Harridge Development Group to improve public communication about the construction-related delays. The portion of the roadwork that caused the most significant backup was completed in early February, and striping was performed soon after. According to Harridge Development Group, this concluded work in the roadway.

On June 3, Staff attended a virtual meeting of the Northwest San Pedro Neighborhood Council (NWSPNC) Planning and Land Use Committee, which included a presentation on the status of the Ponte Vista project.

It is Staff's understanding that Harridge Development Group will build the recreation, landscaping and common areas of the project, while the residential subareas will be sold to home builders. D.R. Horton will build 66 homes in Subarea 1 on the northwest corner of the project site across from the entrance to Green Hills Memorial Park. These detached single-family homes will be called The Estates at Ponte Vista. D.R. Horton plans to apply for building permits in July 2020 to construct the first model homes, which would be ready to show in October. Designs and elevations of homes in Subarea 1 are included in this report as Attachment D. According to Harridge Development Group, the next homes would be built in Subarea 3 by Kaufman & Broad.

Renderings of entry gates and monument signs along Western Avenue (Attachment E) were also presented to the NWSPNC Planning and Land Use Committee. The most publicly visible entrance will be the northern entry gate on Western Avenue, which will include palm trees, steel access gates, stone entry walls and a metal, backlit cutout Ponte Vista community sign. Harridge Development Group is currently seeking approval for these entry gates and monument signs from the City of Los Angeles.

Staff will continue to monitor this issue in future Border Issues Status Reports.

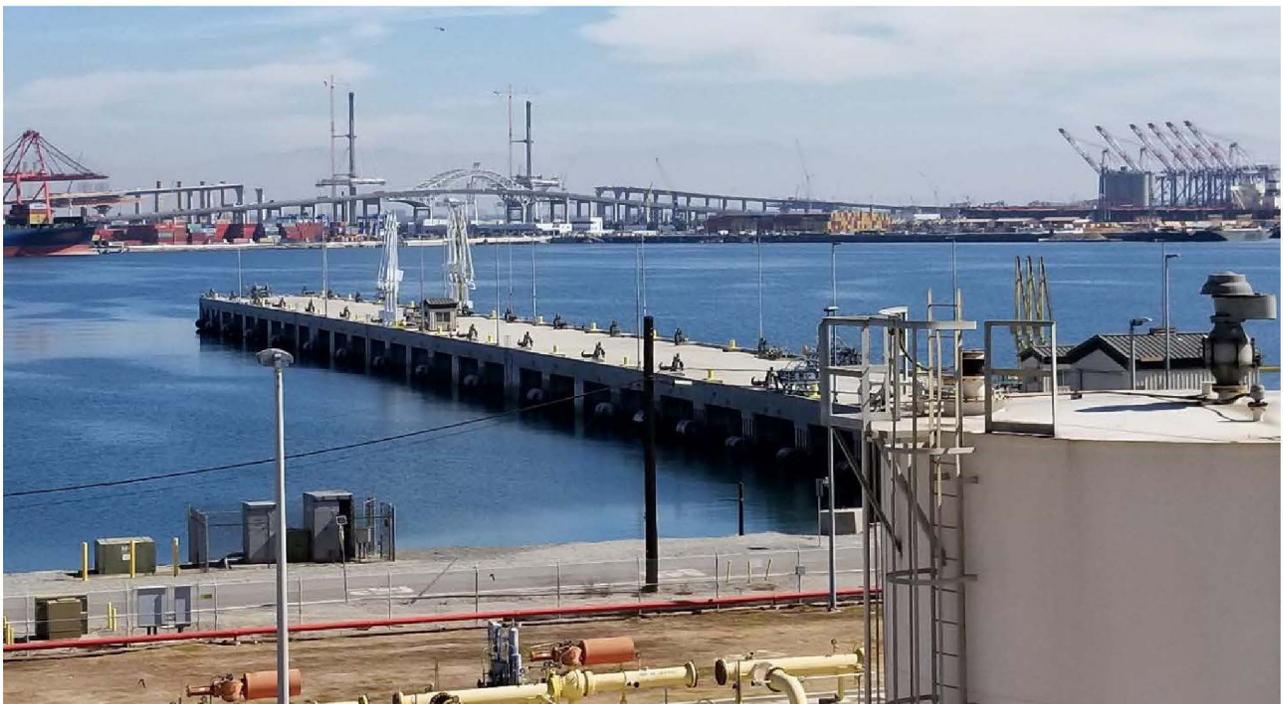
New Border Issues

There are no new Border Issues on which to report at this time.

DEPARTMENT OF THE NAVY

**DEFENSE FUEL SUPPORT POINT (DFSP) SAN PEDRO
LEASE AND DEVELOPMENT OPPORTUNITY,
NAVAL WEAPONS STATION SEAL BEACH,
CALIFORNIA**

1 May 2020



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D. B. BIXLER
Real Estate Contracting Officer

**U.S. DEPARTMENT OF THE NAVY
Naval Facilities Engineering Command
Southwest Division
San Diego, CA**

When referring to this Solicitation, please note that it is Solicitation No. N6247321RP006

SOLICITATION NO. N6247321RP006

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A. INTRODUCTION

1. ENABLING AUTHORITY

The Department of the Navy (“Navy”) proposes to lease non-excess real property under the authority of Title 10 United States Code (U.S.C.) § 2667 and assign its rights in offsite real property related to Navy-owned fuel pipelines, for commercial and military fueling operations purposes at Defense Fuel Support Point (“DFSP”) San Pedro, California.

2. ACQUISITION PROCESS

In this solicitation, the Navy has instituted procedures designed to ensure the selection of a lessee who will provide the best value to the Navy. To meet this objective while minimizing the amount of resources required to participate in this solicitation, the Navy will conduct this competitive acquisition in two steps, after which one offeror will be selected to enter into exclusive negotiations with the Navy.

Step 1: Request for Qualifications (“RFQ”). Detailed information, including Submission Requirements and Evaluation Factors, can be found in Section D of this solicitation. Navy officials will review all “Statements of Qualifications” (“SOQ”) received in response to the Step 1 RFQ, may meet with any or all of the respondents, and may request additional information on particular aspects of the information submitted. Based on its evaluation of the RFQ submittals, the Navy will invite not more than four (4) offerors, who are determined to be “Best Qualified,” to respond to the Step 2 Request for Proposals. **Note: Offerors will be permitted to submit an offer on one or both of the available parcels (or portions thereof), and on one or more of the available fuel pipelines (or portions thereof), in Step 2.**

Step 2: Request for Proposals (“RFP”). Detailed information on the Step 2, RFP Phase, including Submission Content and Evaluation Factors, can be found in Section E of this solicitation. The Government will only consider proposals from those offerors who are invited to participate following the RFQ Phase. The Government will require written technical and financial proposals, potentially followed by oral presentations as needed. Navy officials will review proposals submitted in the Step 2, RFP Phase, may meet with any or all offerors, and may request additional information on particular aspects of the material submitted. The Navy reserves the right to amend all of, or portions of, the RFP by one or more formal amendment documents. The Navy may enter into discussions with the offerors upon completion of the initial RFP evaluation and/or oral presentations. Upon completion of discussions with offeror(s), the Navy will select one (1) offeror that, in the Navy’s opinion, would provide the best value to the Government and will designate a period of exclusive negotiations for that offeror.

Exclusive Negotiations. During this period of exclusive negotiations, the selected offeror will: (i) negotiate with the Navy on the lease agreement and pipeline assignments, if any; (ii) pursue local approval, permitting, and develop plans, as applicable, and (iii) pursue additional, required project or environmental documentation, as needed. The result of these exclusive negotiations will be the long-term lease and assignments (if any), together with appropriate subordinate documents.

The Navy reserves certain rights in connection with this period of exclusive negotiations, which are set forth in Section F, Special Conditions and Limitations.

Offers on Multiple Parcels and Pipelines. In the Step 2, RFP Phase, an Offeror may propose leasing one or both available parcels (or portions thereof), and being assigned one or more of the available fuel pipelines (or portions thereof). The Navy, in its discretion, may reject parcel and pipeline combination offers proposed by an Offeror(s) and may counter-propose combinations that are more beneficial to the Government.

B. BACKGROUND

Operation of the DFSP San Pedro is currently the responsibility of the Defense Logistics Agency (“**DLA**”), as DLA has been operating DFSP San Pedro since 1980. In May 2014, DLA placed DFSP San Pedro in a temporary closure status, which placed existing fuel tanks in a non-active status (as permitted by the Certified Unified Program Agency), wherein they could be re-opened or permanently closed depending on future mission requirements.

In February 2016, the Navy moved forward with the partial closure of DFSP San Pedro, and DLA began the process of permanently closing all underground storage tanks (“**USTs**”) at the Main Terminal. At the same time, the Navy began the process of planning for the long-term utilization of the site and is currently pursuing a lease to a non-federal entity for commercial fueling purposes, while establishing a separate fuel purchase agreement for the Navy’s operational fueling requirements at the site.

DFSP San Pedro is comprised of two Special Areas, the San Pedro Fuel Depot (“**Main Terminal**”) and Long Beach Fuel Complex, including Pier 12 (“**Marine Terminal**”), and onsite and offsite associated pipelines, assigned to Naval Weapons Station (“**NWS**”) Seal Beach.

C. PROJECT OVERVIEW

The Navy plans to enter into a 25-year lease of its fee-owned real property and assign its rights of way interests in offsite fuel pipelines, with the corresponding rights to use such fuel pipelines, at DFSP San Pedro, California, in exchange for which the lessee will provide “in-kind” consideration (“**IKC**”) to the Navy. This IKC must be valued at not less than the

combined fair market value of the leasehold interest and the fair market value of the interests in the assigned pipeline rights of way, if any.

The Navy's fee-owned property available for lease consists of two parcels, the 311-acre Main Terminal in San Pedro, California and the 11-acre Main Terminal, including the Pier 12 fuel pier in Long Beach, CA, (collectively the "**Leased Premises**") both with associated fueling infrastructure and onsite pipelines.

The rights of way the Navy holds for its approximately 14 miles of three Navy-owned offsite pipelines (collectively, the "**Assigned Premises**"), are available for assignment to the selected offeror. **Appendix A**, "Map of DFSP San Pedro Property Available for Lease and Assignment", shows approximate location and **Appendix B**, "DFSP San Pedro Property and Improvements Available for Lease and Assignment," provides additional detail on the property and improvements.

In the Step 2, RFP Phase, offerors will be able to propose lease and assignment of all, or less than all, of the Leased and Assigned Premises available.

A summary of historical facility costs and future cost projection information will be provided in a "Data Pack," to be provided at the Step 2, RFP Phase.

The vision of this opportunity is the reactivation and sustainment of Navy facilities to the maximum extent practicable, with accommodation of the Navy's continuing requirement at Pier 12 for ongoing fueling of Navy ships.

The Navy's reservation of space and infrastructure for its fueling requirement, as well as certain additional objectives and priorities identified for this leasing opportunity, are to be further addressed by those offerors invited to respond in the Step 2, RFP Phase. Proposed uses of the property that are determined by the Navy to be to be compatible with the Navy's ongoing requirement to fuel Navy ships at the fuel pier and pipelines, will be considered.

DON is completing environmental documentation required under the National Environmental Policy Act for this Project. A Draft Environmental Assessment ("**EA**") and a Draft Environmental Condition of Property Report ("**ECP**") will be provided with the Step 2, RFP Phase "Data Pack."

Additional environmental documentation may be required, at the Navy's discretion, for proposals received outside of the scope of commercial fueling and/or ancillary uses (parking, warehouse, storage) for the property, or otherwise determined to be outside of the scope analyzed by the Navy's Draft EA.

D. REQUEST FOR QUALIFICATIONS (STEP 1 RFQ)

1. SUBMISSION REQUIREMENTS

Interested parties responding to the Step 1 RFQ must provide a “Statement of Qualifications” (“SOQ”) structured in conformance with the outline shown below. The submission should be concise and only provide relevant material.

A. VISION STATEMENT

Provide a statement articulating the overall concept and approach for development, operations, and management of the Leased and Assigned Premises, in sufficient detail to demonstrate the extent, character, and quality of the development envisioned.

B. ORGANIZATION/TEAM COMPOSITION

Describe participating firms/companies/organizations (including all lenders) in terms of the roles, responsibilities, and legal relationships of each to the lessee and to each other. For each such organization, identify the size of the staff and length of operation as a company, and provide a brief historical profile.

C. DEVELOPMENT, OPERATIONS, AND MAINTENANCE QUALIFICATIONS, EXPERIENCE, AND PAST PERFORMANCE

Provide a statement describing the company’s or team’s qualifications and previous relevant development experience and past performance with projects of a similar nature, scope and scale. Include development experience and past performance involving Department of Defense entities, state or local governmental entities, or federal agencies. Identify appropriate references (names, titles, addresses and telephone numbers).

Include project descriptions, identifying roles and responsibilities of participants and current status of projects, including length and type of ownership, occupancy, asset management responsibilities, and accomplishments. Identify appropriate references (names, titles, addresses, and telephone numbers).

D. QUALIFICATIONS, EXPERIENCE, AND PAST PERFORMANCE OF KEY PROJECT PARTICIPANTS

Provide a statement identifying the individuals who will play a significant role in the operations and management of the property, including the individuals responsible for negotiating and executing the Lease and Assignment agreements with the Navy. Describe the roles and responsibilities of each. Include key characteristics of their background, experiences, and past performance that qualify them to participate in this effort. Identify consultants who will participate.

E. FINANCIAL INFORMATION

Provide sufficient financial information to establish the net worth and/or liquid assets available to the company or team for operation and maintenance of the property. This information shall be in the form of independently certified financial statements showing assets and liabilities, including contingent liabilities, itemized in accordance with generally accepted accounting principles, together with applicable notes.

Companies or teams must demonstrate sufficient financial strength to enable them to develop, operate, and maintain the property. Include lender preliminary commitment letter(s), if applicable.

Financial information must be submitted for the company or team and for any parent or holding company or any other affiliated entity identified by the company in response to this solicitation. Identify appropriate financial references (names, titles, addresses, and telephone numbers).

Please mark financial information “Business Sensitive,” as needed.

2. EVALUATION FACTORS

The factors shown below, roughly equal in importance, will be used to evaluate the SOQs. The SOQs submitted by those judged “Best Qualified” will offer a concept and approach for development, operation and management of the Leased and Assigned Premises (if any), that is responsive to the goals set by the Navy; possess qualifications, experience and past performance which demonstrate many major strengths, and few major weaknesses and risks; and establish financial capability and capacity to carry out operations and maintenance of the Leased and Assigned Premises. In addition, interested parties submitting SOQs judged “Best Qualified” will have a higher standing relative to other respondents.

A. CONCEPT AND APPROACH

The degree to which the concept and approach to development, operation, and management of the Leased and Assigned Premises is responsive to the objectives of the Navy and compatible with protecting and sustaining the asset value of the Navy property over the proposed lease term of 25 years, as well as accommodating the Navy’s reservation of space and infrastructure for continued fueling operations at the fuel pier.

B. DEVELOPMENT, OPERATIONS, AND MAINTENANCE QUALIFICATIONS

The nature and extent of the qualifications, experience, and past performance of the company or team with respect to development, ongoing management (including asset management) and operation of projects and properties of a similar nature, scope, and scale. Of particular importance will be development experience and past

performance with projects involving State or local governmental agencies, DOD, the Navy, or other federal agencies. Also of particular importance will be the financial strength, leasing/operating/management/asset management experience, and any past performance with projects involving fueling infrastructure management (operations and sustainment).

C. QUALIFICATIONS OF KEY PROJECT PARTICIPANTS

The nature and extent of the qualifications, experience, and past performance of the individual key participants and specific personnel proposed for major involvement in development, operations, and maintenance of the Leased and Assigned Premises.

D. FINANCIAL CAPABILITY/CAPACITY

The degree of financial strength and evidence that the company or team possesses the financial capability and capacity to carry out operations and maintenance of the Leased and Assigned Premises.

3. INSTRUCTIONS AND ADDITIONAL INFORMATION

A. One signed (1) original, six (6) copies, and one (1) compact disc (CD) copy of the SOQ prepared in response to this RFQ must be received at the following address no later than:

Time: 1:00 p.m. Pacific Daylight Time

Date: Monday, June 1, 2020

If submitted via U.S. Mail:

Department of the Navy
Attn: Kimberly Spencer, Real Estate B127
1220 Pacific Highway
San Diego, CA 92132-6186

If submitted via a Parcel Delivery Service:

Attn: Kimberly Spencer, Real Estate B127
Department of the Navy
Naval Facilities Engineering Command, Southwest
1220 Pacific Highway
San Diego, CA 92132-6186

Email delivery confirmation to Kimberly Spencer at Kimberly.spencer@navy.mil, and include a soft copy of the SOQ in the email.

Electronic or facsimile offers or modifications will not be considered. **Any submission received after the time and date specified above will be rejected.**

B. Submissions should be sent in an envelope clearly marked “**STATEMENT OF QUALIFICATIONS – DFSP SAN PEDRO LEASE AND DEVELOPMENT OPPORTUNITY, NWS SEAL BEACH, CALIFORNIA (SOLICITATION N6247321RP006).**”

C. Written comments and questions regarding the Step 1 RFQ shall be made to Kimberly Spencer at kimberly.spencer@navy.mil. Inquiries and requests for information shall be submitted in writing no later than fourteen (14) business days prior to the SOQ due date. All comments and questions will be reviewed for appropriate action. Individual responses may not be provided.

E. REQUEST FOR PROPOSALS (STEP 2 RFP)

1. INTRODUCTION

Offerors determined to be “Best Qualified” in the Step 1, RFQ Phase, will be invited to participate in the Step 2, RFP Phase, and may submit a proposal in the form of technical and financial proposals which reflect the availability and amount of funding and the manner in which Navy requirements, objectives, and priorities will be met.

Appendices A - D are provided to assist offerors in preparing responses to this solicitation. **Appendix E**, “Data Pack” (issued at the Step 2, RFP Phase, only), contains details relating to the DFSP San Pedro complex, and will be provided to those offerors determined to be “Best Qualified” who are invited to participate in the Step 2, RFP Phase, and sign a non-disclosure agreement. The Data Pack may include, but not necessarily be limited to, items such as Navy fueling reservation information, a sample Navy lease, a Draft Environmental Condition of Property Report, and a Draft Environmental Assessment.

A. VISION

The vision of this opportunity is the development, operation, and maintenance of DFSP San Pedro, in support of the reactivation and sustainment of Navy facilities to the maximum extent practicable, and accommodation of the Navy’s continuing requirement at Pier 12 for ongoing fueling of Navy ships.

B. OBJECTIVES

- Entering into a long-term lease and pipeline assignment agreements, as applicable, with a responsible party;
- Property use may involve fueling operations for commercial purposes, or other use compatible with the Navy’s ongoing fueling requirements, at the Navy’s discretion;
- Disturbing only those areas historically used for operations and avoiding known natural resources;
- Allowing for the enhancement of on-site habitat by the Navy;

- Accommodating the ongoing site cleanup pursuant to both the Comprehensive Environmental Response, Compensation, and Liability Act (“**CERCLA**”) and Clean Water Act (“**CWA**”);
- Complying with all National Environmental Policy Act (“**NEPA**”) and ECP Report requirements;
- Maintaining the safety and security of the Leased and Assigned Premises;
- Maintaining positive relations with the communities surrounding the property; and
- Employing best commercial practices to the benefit of both the Navy and the selected offeror.

C. NAVY FUELING REQUIREMENT

The Navy retains the ability to fuel military ships at the fuel pier (Pier 12) on the Marine Terminal. In its plans for the parcels and pipelines selected, the selected offeror must ensure the appropriate infrastructure to enable the fueling of Navy ships at the fuel pier. Further information on the Navy’s fueling requirement is captured in **Appendix E**, the “Data Pack” (to be issued at the Step 2, RFP Phase only).

2. PROJECT INFORMATION

A. EXISTING FACILITIES AND LAND

The existing facilities and associated infrastructure will be leased to the lessee together with the leasing of the land within the Leased Premises. Rights of way for the off-site fuel pipelines will be assigned to the lessee, as needed and negotiated. Upon expiration of the term of the lease, the lessee will transfer all infrastructure and improvements then existing, that were constructed, renovated, repaired, or maintained during the lease term, back to the Navy. The off-site fuel pipelines, improved during the term of the lease and assignments or not, remain the property of the Government upon expiration of the lease and assignments.

Appendix B contains the improvements and more detailed information on each parcel of the Leased and Assigned Premises available, and **Appendix C** contains aerials, photos, and condition information. Additional pipeline condition information will be provided in **Appendix E**, “Data Pack” (to be issued at the Step 2, RFP Phase), as needed.

Lessee shall protect the Navy’s land and existing facilities. A sample Navy Lease that addresses the Government’s interest in its land and associated infrastructure will be provided in **Appendix E**, “Data Pack” (to be issued at the Step 2, RFP Phase).

B. OFFERS ON MULTIPLE PARCELS AND PIPELINES

An Offeror may make offers on one or both of the available parcels (or portion thereof), and on one or more of the available fuel pipelines (or portions thereof), in the Leased and Assigned Premises available. The Navy, in its discretion, may reject a combination proposed by an offeror(s) and may counter-propose combinations that are more beneficial to the Government. Based on proposals received, the Navy will determine if parcels or pipelines will be retained by the Navy or leased during exclusive negotiations:

PARCEL/PIPELINE	SIZE
Marine Terminal Parcel (includes fuel pier)	11 acres
Main Terminal Parcel	311 acres* *See Section E below
“G” Pipeline	~.67 miles
“R” Pipeline	~2.49 miles
“Long Beach” Pipelines (2)	~11 miles combined



C. TERM

The term of the lease shall be up to 25 years. In order to enter into leases over 5 years' duration, the Secretary of the Navy must determine that a lease for a longer period will promote the national defense or be in the public interest. Thus, a lease with a term of more than 5 years is subject to the approval of the Secretary of the Navy. However, the Navy anticipates issuing a lease (and associated assignments of rights of way for the fuel pipelines) for a term of 25 years.

D. CONSIDERATION

A specific price/consideration proposal shall be submitted. Consideration proposed to the Navy will be evaluated against the Fair Market Value rental range determined by an Appraisal completed in 2019 for the sole use of the Navy, not available to offerors, that includes a) a leasehold interest in one or both parcels in the Leased Premises (or portions thereof) b) easement, permit, and right of way interests of one or more of the fuel pipelines in the Assigned Premises (or portions thereof), and c) use of the Navy-owned pipelines, facilities, and appurtenances on the Leased and Assigned Premises. The Navy requires In Kind Consideration in the form of Long-Term Maintenance projects at Navy installations that may include, but are not limited to, NWS Seal Beach, pursuant to those allowed for the Navy to accept per 10 U.S.C § 2667, and will determine the specific long term maintenance projects to be delivered. However, at the discretion of the Navy, the selected offeror may be required to pay rent in cash on a quarterly basis in advance, in lieu of conducting long term maintenance projects.

Consideration for the fuel pipeline rights of way assigned to the selected offeror, if any, as well as use of the Navy-owned fuel pipelines and appurtenances located within such rights of way, is to be included in the total consideration owed the Navy under the lease.

E. MAIN TERMINAL PHASING OF ACREAGE AVAILABLE FOR USE

The Navy and DLA are conducting environmental remediation efforts on multiple sites on the Main Terminal parcel that are expected to extend beyond the lease execution date. Approximately 43 acres of the 311 acres of the Main Terminal are immediately available for use by the selected offeror, with a total of 164 additional acres becoming available (subject to current and future land use controls) as remediation on the property is completed. Refer to **Appendix A**, Page 2 of 2, "Map of Property Available for Lease and Assignment" for the phasing of the property.

104 acres will remain permanently unavailable for disturbance or use throughout the term of the lease due to the presence of the federally-endangered Palos Verdes blue butterfly, and the federally-threatened Coastal California Gnatcatcher.

F. ENVIRONMENTAL DOCUMENTATION AND OPERATIONAL LIMITS

An ECP Report and EA are underway and will be completed by the Navy prior to lease execution. The Draft ECP and Draft EA will be provided with **Appendix E**, “Data Pack” (to be issued at the Step 2, RFP Phase, only).

The selected offeror will be responsible for compliance with applicable environmental mitigation measures and Land Use Controls (“LUCs”) after lease execution. The environmental mitigation measures and LUCs are scheduled to be finalized prior to lease execution, upon completion of the Draft ECP Report and Draft EA.

Additionally, maximum allowable operational limits for the purpose of the environmental analysis have been established. The Navy will evaluate operations proposed to determine whether the environmental impacts are fully encompassed by the Draft EA’s analysis. If operations are proposed that would involve anticipated environmental impacts beyond those analyzed by the EA, and if the Navy wishes to consider allowing any such activity or use beyond what has been analyzed by the EA, additional environmental analysis would be required before any decision could be made to award a lease that would allow the operations proposed. The maximum operations environmentally studied are captured in the Draft EA, to be provided in **Appendix E**, “Data Pack” (to be issued at the Step 2, RFP Phase).

G. ONGOING GOVERNMENT REPAIR AND REMEDIATION

Beyond the environmental remediation efforts, the Navy and DLA are also conducting facility repair and demolition efforts on the Leased Premises that are anticipated to extend beyond lease execution. The Navy, DLA, and their respective contractors, subcontractors, agents, and officers will require access to the Leased and Assigned Premises during and after lease award for completion of these projects.

H. PROHIBITED USES

The following uses and activities are prohibited on the Leased and Assigned Premises:

- Any use or activity that adversely affects the health, safety, welfare, morale, security, or discipline of the Armed Forces (Air Force, Army, Coast Guard, Marine Corps, and Navy).
- Any use or activity that adversely affects the health, safety, welfare, morale or security of residents and businesses adjacent to the Leased and Assigned Premises.

- Structures, activities, and operations that adversely affect installation security and/or force protection.
- Any uses or activities involving the storage, treatment, or disposal of toxic or hazardous materials, except as specifically authorized and approved by the Navy.
- Residential uses.
- Illegal Activities.
- Any use or activity that is incompatible with environmental, operational or land use constraints.

I. UTILITIES

The Leased Premises are served by local utility service providers, not the Navy. The selected offeror will be responsible for coordination and funding of all utilities and support services needed for the operation and management of the Leased and Assigned Premises.

J. LAW ENFORCEMENT AND FIRE PROTECTION SERVICES

The selected offeror will be responsible for procuring first responder (police, fire protection) services to the Leased and Assigned Premises from the appropriate local providers.

K. INSURANCE

The selected offeror shall ensure appropriate insurance will be in place for the term of the lease and assignments. The Navy shall be named as additional insured, and property insurance coverage against loss or damage shall be in an amount not less than One Hundred Percent (100%) of the full replacement cost of the buildings, building improvements, improvements to the land, fixtures, and personal property on the proposed Leased Premises. The cost of such coverage will be included in the financial plan and pro forma section of the offeror's proposal.

L. LEGISLATIVE JURISDICTION AND REGULATORY AGENCIES

The current legislative jurisdiction of the Main Terminal of the Leased Premises is partial and proprietary. The Main Terminal is located within the city limits of Los Angeles and Lomita. The current legislative jurisdiction of the Marine Terminal is concurrent. It is located within the city limits of Long Beach. Construction permits will be issued/controlled by the local regulatory agencies having jurisdiction.

M. PROPERTY MAINTENANCE & MANAGEMENT

The selected offeror will have responsibility for all property maintenance and management of items on the Leased and Assigned Premises for the term of the lease, and for compliance with all applicable laws, regulations, codes, standards, and criteria.

N. TAXES

The selected offeror shall be independently responsible for any and all taxes, assessments, or payments in lieu of taxes that may be levied against its interests, activities, and operations on the Leased and Assigned Premises.

O. FINANCIAL PROVISIONS

The Navy will require that all financing be in place on or before the date of lease and assignment execution. The selected offeror shall not cross collateralize and/or cross default the lease, or the assets or revenues from any improvements. Moreover, the selected offeror will be prohibited from assigning, pledging, hypothecating or otherwise transferring its interest in the net cash flows or ownership of any improvements, in part, or in entirety, without prior written approval of the Navy. Prior to the commencement of any phase of construction, the selected offeror shall deliver to the Navy performance bonds in an amount, and subject to, conditions deemed acceptable to the Navy.

P. RESTORATION REQUIREMENT

Except as otherwise stated, upon expiration or earlier termination of the lease and assignments, the Navy has the option to cause title to all improvements to be vested in the United States, or to require the selected offeror to remove the improvements and restore the Leased and Assigned Premises to the condition that existed at the commencement of the lease term, or to a condition that is acceptable to the Navy.

Q. BUILDING CODES AND OTHER REQUIREMENTS

Construction on the Leased and Assigned Premises shall comply with all local, city and county building codes and all applicable governmental laws, codes, rules and regulations. Construction on the Leased and Assigned Premises shall also comply with the appropriate National Fire Protection Association (“NFPA”) Standards, National Electrical Code (“NEC”), and National Electric Safety Code (“NESC”), then in effect for the type(s) of occupancy proposed, or such other more stringent fire protection, electrical and other life safety codes, if any, then in effect and adopted by the city and county. All uses and development shall be in accordance with applicable federal, state, and local laws rules, regulations, and ordinances, including building codes, as they may be amended from time to time.

Development and construction may be subject to Department of Defense and/or Navy Anti-Terrorism and Force Protection requirements, including but not limited

to the following: Unified Facilities Criteria (“UFC”) 4-010-01 “DoD Minimum Antiterrorism Standards for Buildings;” UFC 4-020-01 “Security Engineering Facilities Planning Manual;” UFC 4-021-02 “Electronic Security Systems;” and UFC 4-025-01 “Security Engineering.”

At the Navy’s discretion, construction and/or improvements to the Leased and Assigned Premises may be required to adhere to NWS Seal Beach construction requirements as well as the UFC, particularly for facilities having the potential to handle military fuel. In addition, improvements are prohibited in habitat areas, remediation sites, atop monitoring wells, and across the surface of active faults.

Selected offeror’s plans for improvements to the property must be submitted to the Navy for review and consent, must include certification of compliance with federal, state, and local laws, regulations, and building codes associated with construction near fault lines, and must include comprehensive engineering studies identifying the location and characteristics of active faults and liquefaction zones.

R. EASEMENTS AND ENCUMBRANCES

Known third-party current and future real estate encumbrances or constraints existing at the Leased Premises will be provided in **Appendix E**, “Data Pack,” as needed. The selected offeror will be responsible for determining and coordinating use of the selected Leased and Assigned Premises, with all third party holders of easements and encumbrances encumbering them.

If improvements to the property are proposed by the selected offeror, the Navy may require the selected offeror to provide a Title Report or conduct review of the Navy’s encumbrance records, at the Navy’s discretion and at the selected offeror’s sole cost and expense. The selected offeror will be prohibited from planning and constructing improvements that will disturb any third-party reasonable rights of use of or access.

S. HISTORICAL, CULTURAL AND ARCHAEOLOGICAL

Based on the results of studies conducted at DFSP San Pedro as part of the 2016 partial closure action, the Navy found that there were no archaeological sites at DFSP San Pedro eligible for the National Register of Historic Places (“NRHP”). The Navy also initiated Section 106 consultation for the partial closure with the California State Historic Preservation Officer (“SHPO”) who concurred that the 65 buildings and structures comprising DFSP San Pedro (Main Terminal and Marine Terminal parcels) are ineligible for listing on the NRHP. Thus, no further action is required under the National Historic Preservation Act.

T. MCKINNEY-VENTO HOMELESS ASSISTANCE ACT

In accordance with Title V of the McKinney-Vento Homeless Assistance Act, a Federal Register screening notice regarding the Leased Premises has been

completed by the Navy wherein the property was found unsuitable for use in programs to assist the homeless.

3. PROPOSAL SUBMISSION REQUIREMENTS AND EVALUATION FACTORS

Proposals will be evaluated based on the below five factors, A through E. Offerors shall provide the information identified below as part of the proposal, organized and formatted as indicated. Technical and financial proposals should be concise and provide only relevant material.

TECHNICAL PROPOSAL

FACTOR A: Development, Operations, and Maintenance

SUBFACTOR A1: Program Statement of Plans

Basis of Evaluation:

The basis of evaluation will include the Offeror's demonstration that the proposed development, operations, and maintenance plans are consistent with and responsive to the Navy vision, project objectives, and requirements of the RFP.

Solicitation Submittal Requirement:

A detailed statement describing the areas of the property the Offeror proposes to lease, including a plan for development, construction, operation, management, and maintenance of the Leased and Assigned Premises, if any. This narrative shall demonstrate compliance with the vision in Section E.1.A, the project objectives in Section E.1.B and the requirement in Section E.1.C. The narrative shall also include the following:

- Description of how the proposed approach, and how Navy's vision and project objectives, will be achieved during the proposed 25-year lease term;
- Description of the proposed development, size, type, performance or capacity, site considerations, engineering and construction work to be performed;
- Description of the anticipated leases, easements, agreements, permits, etc., needed to develop and operate the proposed development;
- A development and construction plan and milestone schedule;
- A conceptual site plan depicting, identifying, and describing all proposed improvements, including but not limited to proposed facilities,

fences, infrastructure, areas of ingress/egress, and stormwater management areas;

- Philosophy and specific approach to managing community relations and interacting with applicable local and state government officials (i.e., zoning, environmental, CUPA, local community, etc.) for the operation and maintenance of the Leased and Assigned Premises and any planned improvements;
- A conceptual environmental management plan;
- An understanding of existing natural resource-related requirements, as described in **Appendix E**, “Data Pack” (to be provided at the Step 2, RFP Phase);
- Plan to operate, manage, and maintain the Leased and Assigned Premises for the duration of the lease and assignments, including capital repair and replacement, grounds maintenance, and other considerations necessary to ensure proper stewardship of the assets;
- Description of the quality control processes and corporate systems employed to maintain quality control of the design, permitting, financing, construction and operation of any planned improvements;
- Description of operational and property improvement impact(s), if any, on surrounding communities, local government, and governmental authorities;
- Proposed conceptual emergency services plan; and
- Proposed conceptual security and access management plan.

SUBFACTOR A2: Market Analysis and Feasibility

Basis of Evaluation:

The basis of evaluation will include the Offeror’s demonstrated viability, reasonable commercial market (non-Navy) demand, and a market feasibility analysis for the proposed operations on the Leased and Assigned Premises selected.

Solicitation Submittal Requirement(s):

The submitted narrative shall include at least the following:

- Substantive data and facts, which demonstrate the current and anticipated market demand for the proposed operations and/or any planned improvements;

- Facts and data describing the current market availability of commercial activities/services that will compete with the market demand for the proposed operations and/or any planned improvements;
- Facts and data detailing projected target market consumption/use that would result from the proposed operations and/or any planned improvements;
- A narrative detailing the marketing strategy for the proposed operations and/or any planned improvements.

SUBFACTOR A3: Navy Fueling Requirement and Specifications

Basis of Evaluation:

The basis of evaluation will include the Offeror’s demonstration that the infrastructure improvements and property use proposed will accommodate the Navy’s fueling requirements as described in **Appendix E**, “Data Pack” (to be provided at the Step 2, RFP Phase) on the Leased Premises and Assigned Premises selected.

Solicitation Submittal Requirement(s):

The narrative shall include the following:

- Specific description of the work to be provided to accommodate the fueling of Navy vessels, and associated cost estimates. As available, the offeror shall provide no less than a “Class 4” parametric cost estimate, with the desired objective being a “Class 3” parametric cost estimate. Parametric cost estimating is defined in Unified Facilities Criteria 3-740-05 paragraph 2-4. Specific guidelines for “Class 4” estimates are described in the Association for the Advancement of Cost Engineering Standard 56R-08, Cost Estimate Classification System – Building and General Construction;
- Specific description of how the Navy’s fueling requirement would be accommodated. Include a description of costs, if any, passed through or otherwise assessed to Navy or its fuel provider(s) if the Navy’s separately competed fuel contract is awarded to an entity other than the selected offeror;
- A description of the extent to which the proposed fueling activities relate to the maximum allowable operational limits established for the purpose of the EA as described in **Appendix E**, “Data Pack” (to be provided at the Step 2, RFP Phase). As applicable, include the extent of any additional environmental analysis the offeror believes would be required to accommodate the proposed concept.

FACTOR B: Lease Schedule and Execution

SUBFACTOR B1: Lease Schedule

Basis of Evaluation:

The extent to which the offeror demonstrates an understanding of the milestones required to achieve lease execution on or before the Navy's target lease execution date of Thursday, December 31, 2020.

The offeror must also reasonably demonstrate an understanding of the milestones required to sustain the proposed operations, including obtaining all federal, state, and local permits and licenses required to meet the Navy's schedule for the capability of fuel delivery to Pier 12, as described in **Appendix E**, "Data Pack."

Solicitation Submittal Requirement(s):

Offeror shall describe the approach, activities, and agreements necessary to interact with the Navy and other stakeholders to achieve the above target milestones. Offeror shall provide a corresponding schedule with critical path milestones. Information shall include, but not be limited to the following:

- Agreements anticipated to be necessary for lease execution (such as negotiation of transaction documents, permitting, financing, lease closing, construction and operation, etc.);
- Permits and approvals anticipated to be necessary for the development, construction, and operation of the Leased and Assigned Premises (including development of a transportation management plan for commercial truck operations, emergency access/contingency plan, pipeline integrity management plan, etc.);
- Financing, off-take, throughput, fueling, or other such agreements anticipated to be necessary for the development, construction, and operation of the Leased and Assigned Premises including any planned improvements; and
- Offeror point of contact for all lease negotiation matters.

SUBFACTOR B2: Lease Signature

Basis of Evaluation:

The Navy will evaluate the Offeror's ability to meet the lease requirements set forth in the solicitation. Inability to sign the Sample Lease, to be provided in **Appendix E** in the "Data Pack" (issued at the Step 2, RFP Phase), will not

necessarily remove an offeror from consideration; however, such inability will be considered in the Risk Assessment (see Section 6.C below).

Solicitation Submittal Requirements:

Offeror will confirm the ability to sign the Sample Lease and, if unable to sign as-is, will provide a redline copy of the Sample Lease explaining its inability to sign, including calling out the specific provisions with which it has issues.

FINANCIAL PROPOSAL

FACTOR C: Statement of Project Ownership

Basis of Evaluation:

The basis of evaluation will include the Offeror's demonstrated ability to undertake the proposed terms and conditions of the Sample Lease and Assignments, provided in **Appendix E**, "Data Pack", and establish a business structure that functions effectively over the term of the lease and assignments.

Solicitation Submittal Requirement(s):

- Offeror shall provide a narrative detailing its ability to lease, operate, maintain, develop, and manage the Leased and Assigned Premises.
- Offeror shall describe its history and corporate organizational structure, including legal form of ownership and management. If the offeror is submitting as a joint venture, or is teaming or subcontracting with other business organizations, a narrative shall be provided of the extent to which the team has worked together in the past, along with the relevant teaming/joint venture agreement(s).
- Offeror shall provide documentation evidencing its legality, authority, ownership, control, and management.
- Offeror shall explain its ability to assemble a qualified, experienced team with the experience and workload capacity necessary to manage all the disciplines required to develop and manage the proposed Leased and Assigned Premises. Offeror shall detail the corporate structure of its team.
- Offeror shall identify the key personnel and legal counsel designated and authorized to represent the offeror in all negotiations with Navy, and throughout the negotiations, transaction execution, and financial closing process.

FACTOR D: Sources and Uses of Funds

Basis of Evaluation:

The Government will evaluate the offeror's financial strength and evidence that the company possesses the financial capability and capacity to carry out the financial obligations and responsibilities of the proposed operations on the Leased and Assigned Premises.

Solicitation Submittal Requirement(s):

Offerors shall submit a statement describing proposed capital and operational funding by source. The statement shall describe proposed levels of conventional and/or long-term debt and other partnership (or other entity) equity. The statement shall describe the form and nature of completion and performance guarantees to be provided to the Navy, and the resources available to satisfy such guarantees.

- Offeror shall indicate which entity/entities are responsible for financial performance and the extent to which corporate or other such guarantees of performance will be provided to the Navy by each.
- Offeror shall provide evidence of sufficient funds or financing (e.g. letter of commitment) to support the lease and assignments and any planned improvements.
- If improvements are proposed for the Leased Premises, as applicable, the Offeror shall describe its approach to Payment and Performance (P&P) bonds, provide evidence of P&P bonding capacity, and show how the bond amount(s) are derived.
- Offeror shall provide financial statements complete with notes and accompanied by an auditor's assertion of accuracy or reviewed by Certified Public Accountant for the most recent two (2) complete calendar years, 2017 and 2018, and other documentation, for the offeror and any equity contributors or other team member organizations or entities that will be financially accountable for performance, in order to demonstrate the offeror's financial strength.
- If any submitted information notes any litigation, disputes, claims, UCC filings or similar circumstances, offeror shall describe the current status and background of each matter in full detail and its potential impact on the offeror's ability to fulfill the financial obligations and responsibilities of the proposed operations on the Leased and Assigned Premises.

FACTOR E: Financial Plan and Pro Forma

Basis of Evaluation:

The extent to which the Offeror demonstrates that the proposed operations on the Leased and Assigned Premises are financially viable and provide consideration to the Navy that appears realistic.

Solicitation Submittal Requirement(s):

Offeror shall provide a narrative describing relevant assumptions necessary to understand the funding and construction planned for the Leased and Assigned Premises. Offeror shall also provide a pro forma illustrating the economic viability of the plans for the Leased and Assigned Premises, described in the narrative which details all cash inflows and outflows, to include consideration to Navy, for the entire proposed lease term. The pro forma shall be in a Microsoft Excel file format with intact formulae so that cell references and calculations can be verified, and contain the following elements:

- Assumptions (i.e., schedule, square footage, rental rates, interest rates, internal rate of return, discount rates, weighted average cost of capital, cost of insurance, etc.)
- Development and Construction Budget including all expected hard and soft development and construction costs.
- Operational Sources and Uses Statement that reflects all expected transaction costs and the sources to fund these costs.
- Annual Cash Flow Statement that reflects line item revenues and expenses on an annual basis for each year of the lease presented in offeror's proposed order of payment priority.
- Consideration – a statement that illustrates the dollar amount of consideration paid to Navy in each year of the lease and calculates the net present value of the proposed consideration to the Navy over the lease term.

FACTOR F: Consideration to Navy

Basis of Evaluation:

Consideration proposed to the Navy will be evaluated against the Fair Market Value rental range determined by an Appraisal completed in 2019 for the sole use of the Navy, not available to offerors, that includes a) a leasehold interest in one or both parcels in the Leased Premises (or portions thereof) b) easement, permit, and right of way interests of one or more of the fuel pipelines in the Assigned Premises (or portions thereof),

and c) use of the Navy-owned pipelines, facilities, and appurtenances on the Leased and Assigned Premises.

The consideration will be paid in the form of IKC.

Solicitation Submittal Requirement:

A specific price/consideration proposal shall be submitted.

4. PROPOSAL SUBMISSION INSTRUCTIONS AND ADDITIONAL INFORMATION

The offeror's proposal shall consist of the six (6) sections indicated below, provided behind a separate tab or divider page. Within each section, factors and subfactors should be clearly labeled. All sections of the offeror's submittal shall be provided in a ten (10) font size or greater.

Section	Description of Section
Technical Proposal	
A	Development, Construction and Operations
B	Lease Schedule and Execution
Financial Proposal	
C	Statement of Project Ownership
D	Sources and Uses of Funds
E	Financial Plan and Pro Forma
F	Consideration to Navy

NOTE: All sections of the proposal should be submitted on the same disk/CD ROM.

A. PROPRIETARY INFORMATION

The offeror shall mark all information that is proprietary and not releasable to the public as proprietary.

B. OFFEROR'S COVER PAGE

The offeror's proposal must include a completed Cover Page which shall consist of a completed and signed copy of **Appendix D** to this RFP.

C. SUBMISSION

Proposals are due at 1:00 PM Pacific Daylight Time on the date and at the address specified below. The words **"REQUEST FOR PROPOSALS NO. N6247321RP006"** must appear clearly and legibly on the proposal package. In addition, the sealed package should be labeled with the offeror's name, address, contact person, and time specified for the receipt.

Proposals must be received No Later Than:

Time: 1:00 PM Pacific Daylight Time

Date: August 14, 2020

Six (6) copies and one signed original of the Proposal, plus one CD copy, shall be submitted in sealed packages addressed to:

If submitted via U.S. Mail:

Department of the Navy
Attn: Kimberly Spencer, Real Estate B127
1220 Pacific Highway
San Diego, CA 92132-6186

If submitted via a Parcel Delivery Service:

Attn: Kimberly Spencer, Real Estate B127
Department of the Navy
Naval Facilities Engineering Command, Southwest
1220 Pacific Highway
San Diego, CA 92132-6186

Email delivery confirmation to Kimberly Spencer at Kimberly.spencer@navy.mil, and include a soft copy of the proposal package in the email.

Electronic or facsimile offers or modifications will not be considered. **Any submission received after the time and date specified above will be rejected.**

All inquiries concerning any part of this RFP shall be made to Kimberly Spencer at kimberly.spencer@navy.mil.

NOTE: Inquiries and Requests for Information (RFI) shall be submitted in writing no later than fourteen (14) business days prior to bid due date.

5. EVALUATION OF PROPOSALS

A. SOURCE SELECTION

It is the intent of the Navy that after a thorough review and evaluation of all responsive proposals received, a single offeror will be selected for negotiation of the lease and assignments (if any), and ultimate award. The selected offeror for the period of negotiations will be that offeror whose proposal provides the best overall value to the Navy and is determined to be most advantageous to the Navy; provided, however, that the Navy may at its option, and without any liability, choose to reject any and all proposals without justification.

B. EVALUATION PROCESS

A Navy evaluation team comprised of civilian employees of the Navy and uniformed military personnel will evaluate each proposal. The team will determine the overall value of the proposal to the Navy, based on the factors set forth in Section E.3, "Proposal Submission Requirements and Evaluation Factors," and Section E.5.C below, "Proposal Risk Assessments." Proposals will be evaluated on their own merit, independently and objectively. Factors A through F are approximately equal in importance. The degree of importance of consideration (Factor F) offered to the Navy could become greater depending upon the equality of the proposals for other factors and subfactors evaluated. In order to ensure fair and reasonable consideration, the offeror's proposed consideration will be compared to the Fair Market Value rental range determined in the Appraisal of the leasehold interest and assignments, completed in 2019. The Appraisal is for the sole use of the Navy and is not available to offerors. Award will be made to the responsible offeror whose offer conforms to the solicitation and represents the best value to the Navy, consideration and non-consideration factors and subfactors considered.

C. PROPOSAL RISK ASSESSMENTS

The Navy will evaluate risk by assessing the likelihood that the offeror will be able to satisfy the requirements of this RFP and be able to carry out the development, maintenance, operations and other plans as proposed. A proposal will be considered to be low risk if there appears to be little likelihood that the offeror will be unable to satisfy the requirements of this RFP or carry out its proposal. Conversely, a proposal will be considered to be high risk if there appears to be a substantial likelihood that the offeror will be unable to satisfy the requirements of this RFP or carry out its proposal.

D. ORAL PRESENTATIONS

Oral discussions with all offerors who submit proposals are not anticipated. At the Navy's option, however, offerors may be required to present their proposals orally

to a Navy evaluation team in the event that the Navy decides to include all or several offerors in a competitive range for subsequent discussions.

E. NEGOTIATIONS PERIOD

During the negotiations period, the selected offeror shall: (i) negotiate with the Navy on the lease agreement and pipeline assignments, if any; (ii) pursue local approval, permitting, and develop plans, as applicable, and (iii) pursue additional, required project or environmental documentation, as needed.

Negotiations of the Sample Lease, provided in **Appendix E**, “Data Pack” in the Step 2 RFP Phase, may result in terms and conditions that differ from the terms and conditions originally submitted by the offeror. This does not mean that a new offer has been submitted as the basic framework of the original offer shall remain the same.

The Navy requires the selected offeror to provide adequate and appropriate personnel resources, including supporting firms and organizations, during the negotiations period in order to efficiently and expeditiously carry out the negotiations and related document preparation and development. The decision to implement and execute the lease will be made solely by the Navy at its discretion. In the event the Navy and the selected offeror cannot agree on implementing the lease or other required documents, or if the lease is not accepted by Navy Headquarters, the Navy, at its sole option, may terminate negotiations with the selected offeror and direct the selected offeror to cease all work on the project.

If the selected offeror’s participation in this leasing opportunity is terminated, the Navy shall not be responsible for the payment of any fees or have any liability, financial or otherwise, to the selected offeror. Additionally, the Navy shall have the right, at no cost to itself, to make full use of the work products and to proceed to negotiate and work with a replacement offeror.

F. LEGAL DOCUMENTATION

To operate on or perform improvements on the Leased and Assigned Premises, certain legal agreements and transaction documents will be necessary or required. The selected offeror shall prepare and provide all agreements, documents and information requested by the Navy that are reasonably necessary or otherwise required.

G. PROVISIONS

Offerors are required to comply with the following instructions while developing a proposal. Where instructions conflict, and no order of precedence is specified, the most stringent requirement applies. A reference to, or direction to comply with, a particular Section shall include, as appropriate, all subsections thereunder. Oral explanations or instructions will not be binding.

Additional provisions the offeror should note include:

- The information provided by the offeror may be used by the Navy to conduct a comprehensive background and credit check.
- The offeror may joint venture with another party. A joint venture shall meet the following requirements:
 - All proposals submitted by joint ventures must include an original of the executed joint venture agreement.
 - Members of the joint venture must sign the lease.
- The Concourse Group, LLC (“TCG”) is serving as an advisor to the Navy on this project (and has recused itself from the competition). Each offeror must certify they are not using nor have they used TCG, or any of its subcontractors or affiliates, to assist in the preparation of any proposal related to this project. A “no-conflict-of-interest” certification to be executed by the offeror and returned with its proposal is included as part of the offeror’s cover page in **Appendix D**.

H. AMENDMENTS TO THE RFP

This RFP may be amended by one or more formal amendment document(s), letter(s), or electronic message(s). If this RFP is amended, then all terms and conditions, which are not modified, remain unchanged.

I. QUESTIONS

At the discretion of the Navy, clarifying questions may be asked via email, regarding specifics within offeror’s proposal. Clarifying questions may be asked of any or all offerors. Offerors are required to submit written submissions in response to clarifying questions, limited to material requested in the clarifying questions.

F. SPECIAL CONDITIONS AND LIMITATIONS

1. NO OBLIGATION

While the Navy intends to enter into a lease and assignments with an offeror selected through the process set forth in this solicitation, the Navy is under no obligation to do so. The Navy reserves the right to cancel this solicitation at any time, or to reject any and all submissions prepared in response to this solicitation.

2. HOLD HARMLESS

By participating in the solicitation process, offerors agree to hold the United States of America, its officers, employees, and advisors harmless from all claims, liabilities, and costs related to all aspects of this RFQ/RFP. Under no circumstances

shall the United States of America be liable for any “bid and proposal” costs, real estate brokerage commissions, finder’s fees, or other forms of compensation related in any way to activities undertaken by any person as a result of the submission of the RFQ SOQ/RFP proposal.

3. WAIVER

The Navy reserves the right to waive informalities and minor irregularities in offers received if it is determined that it is in its best interest to do so.

4. RIGHTS RESERVED

The Navy reserves any and all rights in connection with this solicitation, including, but not limited to, the right to hold negotiations with a selected offeror which may result in terms and conditions that differ from those specified in this solicitation and/or from terms and conditions originally proposed by the offeror. Furthermore, the Navy reserves the right to terminate negotiations with the selected offeror, and initiate negotiations with another suitable offeror if the Navy, at its sole discretion, determines that the Navy will be unable to successfully conclude negotiations with the selected offeror. The decision to execute a lease will be made by the Navy at its discretion. In no event will the Navy be responsible for the payment of any fees or have any liability to any offeror for fees or expenses incurred in connection with submitting a proposal in response to this solicitation or during negotiations.

5. NAVY-FURNISHED INFORMATION

The Navy does not warrant the accuracy of any site-related information provided. Site-related information furnished by the Navy and/or its representatives in support of this solicitation shall be considered as informational only. Such information may include historical utilities usage quantities, locations and capacities of existing utility systems, technical reports and studies, building conditions reports, or other technical information intended to support the offerors’ development applications. Offerors are expected to verify all site-related information provided by the Navy to avoid unforeseen costs.

6. DISPUTES

All disputes arising under or related to this solicitation, which are not disposed of by agreement, shall be resolved and decided by the Navy pursuant to the Contract Disputes Act of 1978, as amended, (41 U.S.C. § 601-613). The Navy shall mail or otherwise furnish a written copy of the decision to the offeror.

7. ACQUISITION REQUIREMENTS

This acquisition is not governed by the Federal Acquisition Regulation (“FAR”).

8. PROTECTION AFFORDED TO PROPRIETARY OR CONFIDENTIAL INFORMATION

Information contained in materials submitted to this solicitation may be afforded protection from public disclosure if the offeror identifies the same as “proprietary” or “confidential” with supporting justification, and requests such protection at the time of submission. Each page that is considered proprietary or confidential must be clearly marked as such.

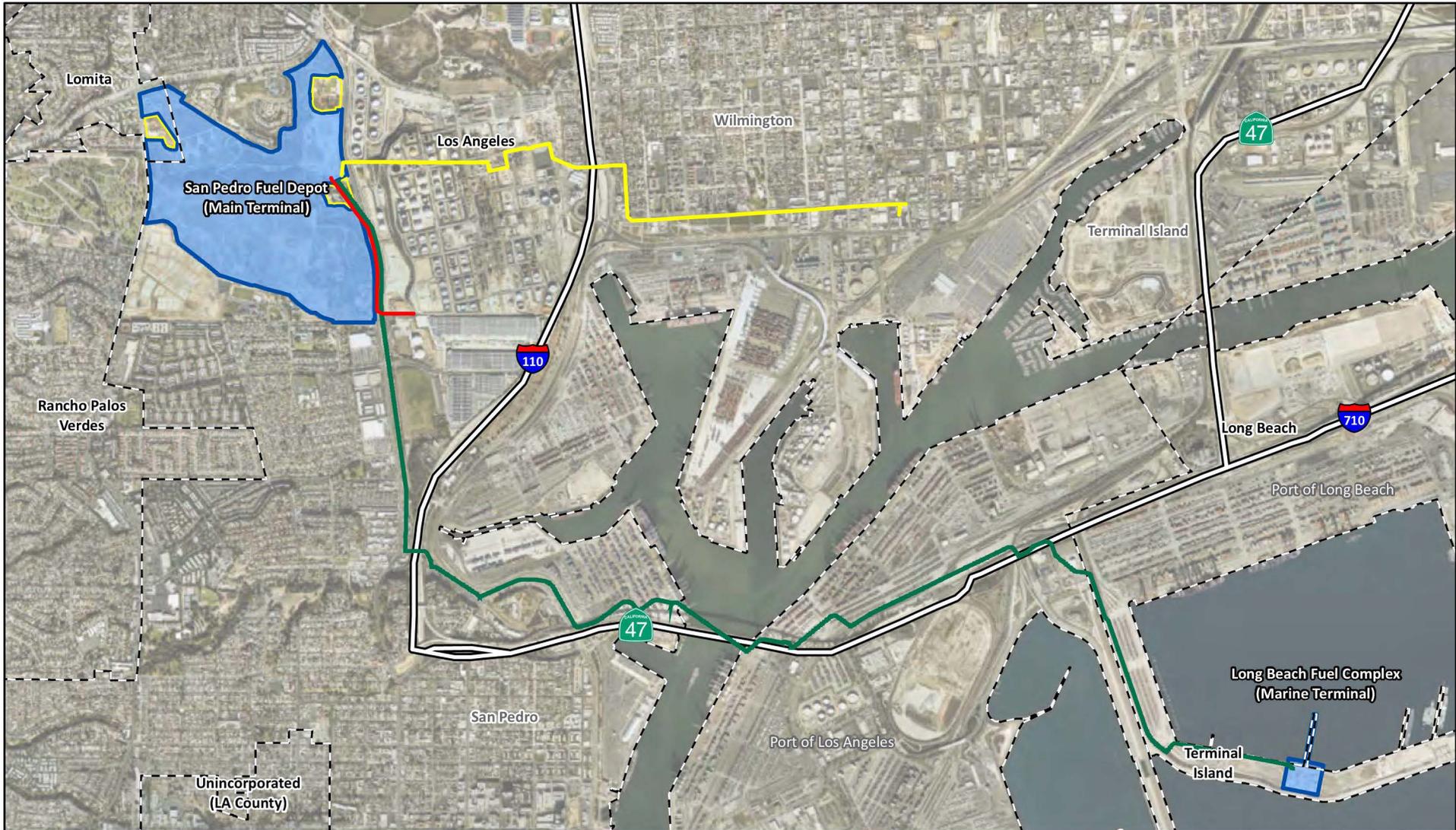
9. DAVIS-BACON ACT

Davis-Bacon wage requirements apply to elements of projects constructed on behalf of the Navy. Davis Bacon wage requirements may apply to specific IKC projects constructed for the Navy’s sole benefit. The wage decision in effect at the time that the selected offeror is designated and invited to a period of exclusive negotiations with the Navy will be incorporated into the lease and appropriate subsidiary agreements.

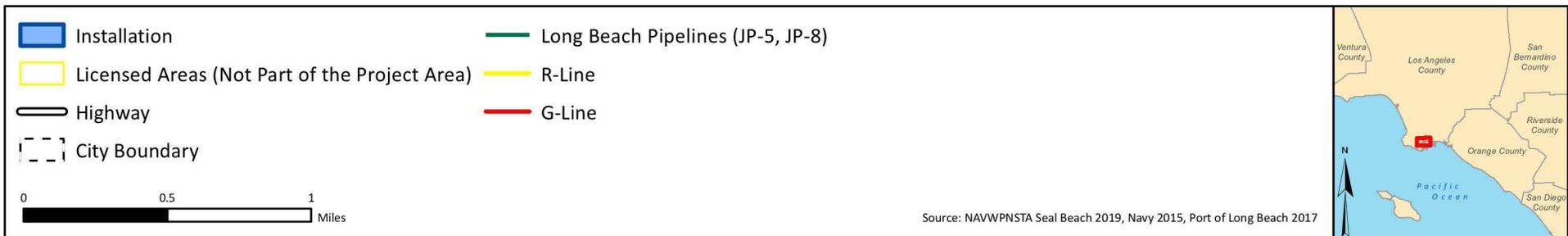
G. POINTS OF CONTACT FOR INFORMATION AND CLARIFICATIONS

All questions, clarifications and general information requests shall be submitted in writing to:

Office	Name	Address	E-mail
Naval Facilities Engineering Command, Southwest	Ms. Kimberly Spencer Senior Real Estate Specialist	1220 Pacific Highway San Diego, CA 92132-6186	Kimberly.spencer@navy.mil
Naval Facilities Engineering Command, Southwest	Mr. Jeff Burke Senior Facilities Planner	1220 Pacific Highway San Diego, CA 92132-6186	Jeffrey.s.burke@navy.mil



DFSP San Pedro Property Available for Lease and Assignment



- LEGEND**
- Building
 - Gate
 - Fence
 - Monitoring Wells
 - Aboveground Storage Tank
 - Underground Storage Tank
 - IRP Sites
 - Listed Species Management Area
 - Habitat Opportunity Area
 - Area available for use
 - Proposed Lease Boundary:
311 Ac Main Terminal;
11.06 Ac Marine Terminal
Fault Line
 - Fuel Pipeline
 - Area Restricted for Use Until:**
 - FY 2022
 - FY 2023
 - FY 2024
 - Semi-Restricted for use until FY 2021
 - Outgrant Fuel Pipeline Right of Way
 - Outgrant Water Easement
 - Outgrant Sewer Easement



SCALE 1 inch = 325 feet

0 112.5 225 450 675 900 Feet

0 0.015 0.03 0.06 0.09 0.12 0.15 Miles

0 25 50 100 150 200 Meters

ELLIPSOID GEODETIC REFERENCE SYSTEM 1980
 PROJECTION CA STATE PLANE ZONE VI
 HORIZONTAL DATUM NAD 83/WGS 1984

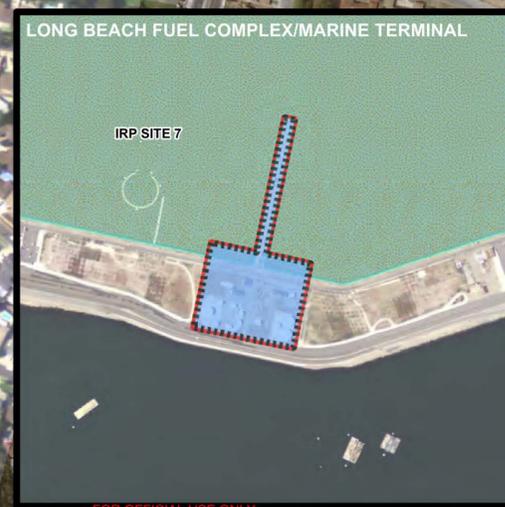
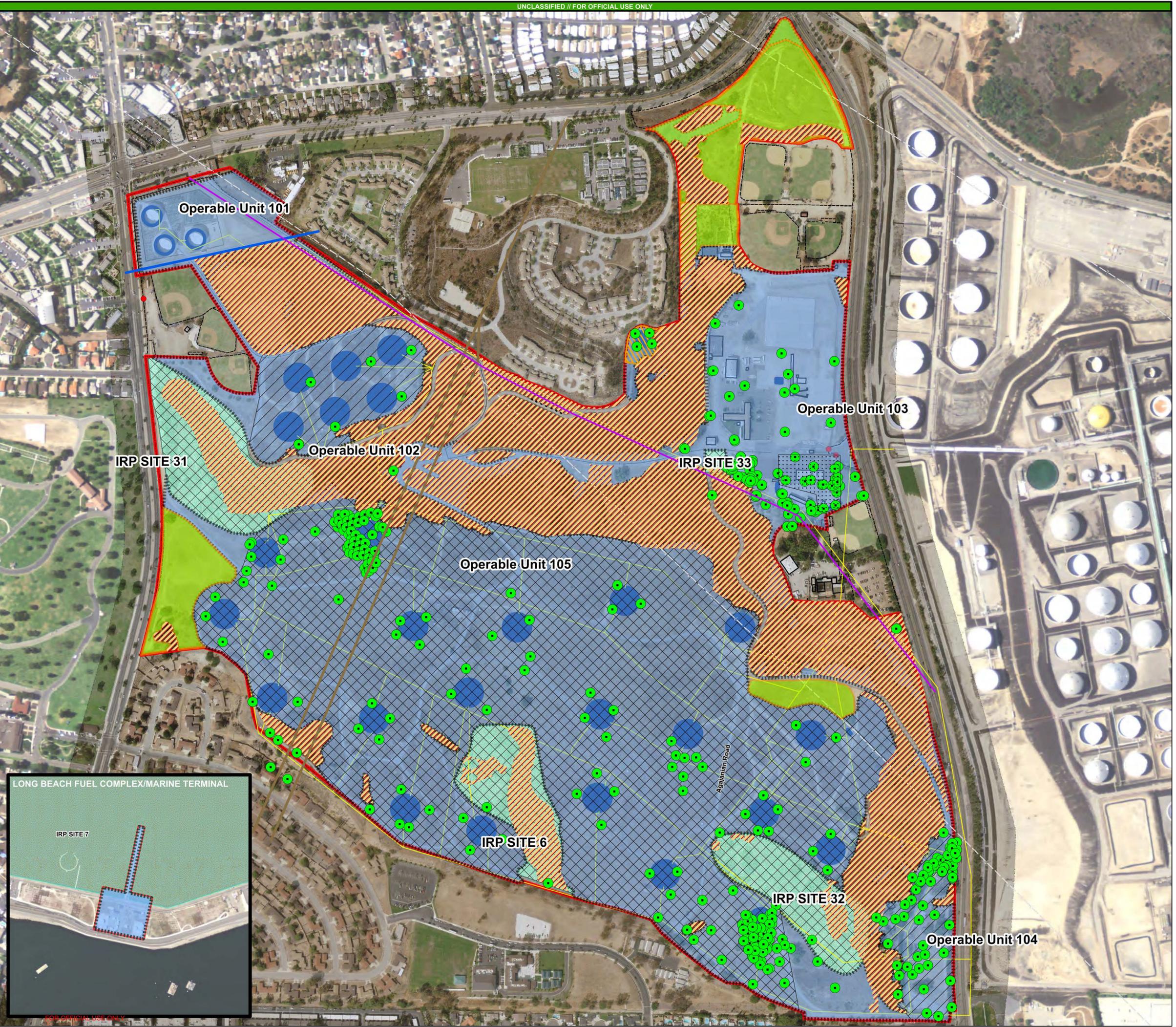
NAD 83/WGS 84
 THE NORTH AMERICAN DATUM 1983 (NAD83) AND THE WORLD GEODETIC SYSTEM 1984 DATUM (WGS 1984) ARE EQUIVALENT FOR MAPPING, CHARTING, AND NAVIGATION AT THIS SCALE.

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NWSSB GIS
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 Map Published: 10/1/2018
 GRC Edits 03/11/2019

NWSSB
 DFSP San Pedro Property Available for Lease



DFSP SAN PEDRO PROPERTY AND IMPROVEMENTS AVAILABLE FOR LEASE AND ASSIGNMENT

This appendix describes existing property and improvements associated with the Leased and Assigned Premises available. Information and/or documents pertaining to the property and provided to prospective offerors are believed to be correct; however, the Navy does not warrant this information. The available Leased and Assigned Premises, detailed below, will be offered “as is, where is” and the Navy does not warrant the condition of any of the land, structures, equipment, etc. offered for lease or assignment.

The Leased Premises consists of two parcels: 1) the approximately 311-acre Main Terminal, with onsite pipelines and improvements, and 2) the approximately 11-acre Marine Terminal, with onsite pipelines and improvements. The Assigned Premises consists of a network of approximately 14 miles of offsite pipeline and associated rights of way corridors.

THE LEASED PREMISES

THE MAIN TERMINAL

An approximately 311-acre fuel depot located in San Pedro, California

- Located at 3171 North Gaffey Street on the eastern slope of Palos Verdes Hills, between Gaffey Street and Western Avenue, in the City of San Pedro.
- Primarily located in the City of San Pedro, California, County of Los Angeles, while a small portion is located in the City of Lomita. It is surrounded by the cities of Carson and Torrance to the north, City of Long Beach to the east, the community of San Pedro to the south, and the cities of Rancho Palos Verdes and Palos Verdes Estates to the west. The Main Terminal is located approximately 20 miles southwest of the City of Los Angeles urban center.
- Land uses around the Main Terminal primarily include residential properties to the north, south, and west. A cemetery borders the Main Terminal on its western boundary, and a high school borders the facility to the south. A local community college and commercial fueling operations border the Main Terminal to the east.
- Primary improvements include administrative facilities, storage facilities, guardhouse and main gate, magazines, and extensive fueling infrastructure including aboveground fuel storage tanks, truck rack, pump house, pipelines, and closed underground fuel storage tanks.
 - 3 Above ground storage tanks (~6M gal/165,000 barrels with a shell capacity/design capacity of ~150,000 barrels)
 - 27 underground storage tanks (USTs) – permanently closed, with some locations in remediation

- Pump House (Building 113)
 - Tank Truck Loading Facility (Building 115)
 - Valve pits, pipelines, and various valves for product transfer into and out of the terminal
 - Administrative Facility (Building 100)
 - Fire Water Tank and Pump Station (Building 70 and Building 250)
 - Entry Control Point (Building 120)
 - Perimeter Fencing
- Multiple Navy and DLA environmental remediation sites, with remediation anticipated to complete by 2025
 - Habitat for Palos Verdes blue butterfly (federally endangered) and Coastal California gnatcatcher (federally threatened)
 - The adjacent ball fields and firing range are NOT included within the proposed Leased Premises boundary.

THE MARINE TERMINAL

An approximately 11-acre fuel terminal and fuel pier (Pier 12) located in Long Beach, California.

- The Marine Terminal is located within the Port of Long Beach and adjacent to the Port of Los Angeles. The Marine Terminal is located on Nimitz Road on the former Long Beach Naval Station Mole Pier on Terminal Island in Long Beach, California.
- Primary improvements include the fuel pier, office and lab controls building, a multipurpose building that includes locker rooms, electrical distribution equipment, and a fire pump control room, and extensive fueling infrastructure including aboveground fuel storage tanks, pump house, fire water tank, substation, and pipelines.
 - 1,066 linear foot concrete pier (Facility 851) that is 65 feet wide and rated with a 400 pounds per square foot loading capacity;
 - Pump House (Building 834)
 - Valve pits, pipelines, and various valves for product transfer into and out of the terminal
 - Office/Laboratory and Controls Facility (Building 833)
 - Multipurpose Facility including a fire pump room, locker/changing rooms, diesel backup generator, etc. (Building 832)
 - 3 Above ground storage tanks (~ 2.5M gal/60,000 barrels with a shell capacity/design capacity of ~54.5 barrels)

- 8 Above ground storage tanks – settling tanks previously used to clean up fuels and waste products
- Fire Water Tank and Facility (Building 301 and Building 835)
- Perimeter Fencing.

THE ASSIGNED PREMISES

Approximately 14 miles of Navy-owned offsite fuel pipelines serve the Leased Premises. The Navy holds a series of permits, easements, and other rights of way from the property owners for the installation, operation, repair, and maintenance of the Navy-owned pipelines. The Navy’s interests in the pipelines are proposed to be assigned to the Selected Offeror under two assignment agreements, to be executed simultaneously with the lease. The term of the pipeline assignments will be coterminous with the term of the lease. The Navy had a survey performed in 2018, identifying the Navy’s property interests for its fuel pipelines, and identifying gaps in property interest. The Navy is working to secure the proper real property interest for its pipelines in several areas,. The fuel pipelines proposed for assignment consist of the following:

LONG BEACH PIPELINES

Two 14- to 18-inch fuel pipelines commonly referred to as the “Long Beach” pipelines or the “JP-5” and “JP-8” pipelines. The Long Beach pipelines connect the Main Terminal to the Marine Terminal (~11 miles).

G-LINE

An 8-inch fuel pipeline commonly referred to as the “G” pipeline, running offsite from the Main Terminal to the east (~.67 miles).

R-LINE

A 12-inch fuel pipeline commonly referred to as the “R” pipeline, running offsite from the Main Terminal to the east (~2.49 miles).

NOTE:

The G, R, and Long Beach pipelines are the pipelines available for assignment to the selected offeror. If the Navy acquires interest in additional pipelines in the future, such as a fuel pipeline running north, from DFSP San Pedro toward Norwalk, California, the selected offeror may be offered assignment of the Navy’s interest.



NAVFAC SOUTHWEST

A/E Contract No.: N62473-15-D-2401
Delivery Order No. N6247318F4928

FACILITY CONDITION ASSESSMENT (FCA) FOR NAVAL WEAPONS STATION SEAL BEACH DFSP SAN PEDRO SPECIAL AREA

11 February 2019

Submitted by:



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Brockenbrough Job No. 18-063

Updated and Edited by:



7 October 2019

EXECUTIVE SUMMARY

Austin Brockenbrough & Associates, LLP (Brockenbrough) was retained by Naval Facilities Engineering Command, Southwest Division, under A&E Contract No. N62473-15-D-2401 Delivery Order No. N6247318F4928 to perform a Facility Condition Assessment (FCA) at the San Pedro Fuel Depot and Long Beach Fuel Complex Special Areas under Naval Weapons Station Seal Beach (NWSSB), CA. Representatives from Brockenbrough conducted a site visit from August 27 through 30, 2018 to perform a field survey and system evaluation of the existing facilities. The primary fueling areas investigated were:

1. San Pedro Fuel Depot
2. Long Beach Pier 12
3. Transfer Pipelines

The analysis of the facilities included mechanical, electrical, architectural, and civil specialists. Additionally, all available documentation, including drawings, reports, and other applicable items with information regarding the Defense Logistics Agency (DLA) capitalized fuel facilities were reviewed.

DFSP San Pedro's fueling systems are Government Owned Contractor Operated (GOCO) facilities. DFSP San Pedro was officially placed in a temporary closure status February 22, 2016, with all fuel removed from the facility at that time. As part of this temporary closure, all storage tanks are empty and physically disconnected from piping. System pumps have also been disconnected from piping and electrical and control systems have also been disabled with some key control system components removed and requiring replacement. All underground storage tanks (cut-and-cover) have been permanently decommissioned with the tanks and piping abandoned in place and filled with a low strength concrete.

The remaining San Pedro and Long Beach facilities are in a state of Temporary Closure and were generally found to be in Marginal Mission Capable condition after years of inactivity. No urgent repairs were identified that would need to be performed immediately to prevent a release of product to the environment, would endanger worker health or safety, or would adversely affect fuel quality. There were several items noted, however, that should be addressed in a timely manner to improve overall system efficiency or bring the systems in compliance with applicable codes and standards. Due to the temporary closure status, many facilities are physically disconnected and require repair to become active. Additional service and maintenance type repairs, such as replacing seals, gaskets, and other wetted materials, will be required before the system can be brought back into service.

"Immediate" repairs are repairs that are recommended be addressed immediately, when regulatory approval is granted for the renewal of fuel operations, as they are necessary repairs for fuel to be provided to the Pier 12 berths.

For some fuel complex systems and components, the timeline for commissioning may require up to 6 months after the award of the commercial outlease. This could be for repair items such as electronic control systems and/or valves complying with the lessee's standardization program and/or engineering standard and/or integrated logistics support requirements. In this report, "Urgent repairs" is defined as those repairs that are required for systems, components, or equipment that are estimated/anticipated to fail within 6 months.

If the repair item would be a high-risk, long-lead-time-issue to repair, the repair is to be considered an "Urgent" or "Immediate" issue to resolve. If it would become a single point of failure or otherwise prevent COMPACFLT's fueling requirements from being fulfilled, the issue is also considered "Urgent" or "Immediate."

In this report, "Short-term repairs" are considered those that could be completed within 2 years. "Long-term repairs" in this report are considered those that would be anticipated to require completion after two years.

Note: This report was updated and edited on 7 Oct 19 to identify the Government facility repair plan for DFSP San Pedro. Several facility deficiencies documented in the report are being addressed by the Government through the award of a construction contract in FY20. When a timeframe to repair is available, the Government will provide it to the Selected Offeror. The repair items identified in Attachment (1) are planned to be repaired by the Government.

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A. GENERAL PROJECT INFORMATION

1. DFSP San Pedro Facility Condition Assessment

This project entailed a comprehensive Facility Condition Assessment (FCA) of all Petroleum, Oils, & Lubricants (POL) Facility Assets located at DFSP San Pedro, as directed by NAVFAC Southwest under A/E Contract No. N62473-15-D-2401, Delivery Order N6247318F4928. DLA has placed the site in a temporary closure status so most facilities require minor maintenance and repair work to re-activate the system. In addition, other facilities require repair work to demolish and/or abandon facilities in place to optimize the complex. This assessment was completed by conducting a thorough inspection of all facility assets, validating any existing deficiencies that were previously identified, and identifying new deficiencies. Deficiencies identified are rated for impact on mission capability and urgency and are provided with repair recommendations.

DFSP San Pedro is a unique facility to assess because it has been placed in a temporary closure status since February 22, 2016 and currently does not store, receive, or issue fuel as the complex is in a temporary closure status and will require re-activation. Due to this status all fuel tanks are empty and clean, the pumps & piping are disconnected, and many facilities are permanently decommissioned. The Government is currently considering an out-lease, which would allow a third-party entity to operate, maintain, and otherwise utilize the fuel depot and fuel pier, provided the projects are compatible with the complex's military fueling functions, particularly the capability for Navy vessels, ships, and barges to receive fuel at the Marine Terminal.

The objective of this Facility Condition Assessment is to document the current condition of the facilities for all concerned parties, identify facility deficiencies and the priority for the remediation of individual deficiencies to return the complex to operations. This document, including the deficiency table provided in Appendix A, has been developed for identification of repair work (including demolition work) needed to sustain the fuel complex.

a. Current Condition Rating

For each facility/major component of the fueling system a “Current Condition Rating” is assigned to describe the overall fit for service level of the facility. Due to the temporary closure status of the site described above, a dual condition rating will be assigned to the applicable facilities. The applicable condition ratings are:

- Fully Mission Capable: A serviceable facility that has no problems and/or warrants no immediate repairs, reactivation, or refurbishment, contains no impact to the environment, and meets all safety requirements.
- Degraded Mission Capable: Facility has some necessary repairs, reactivation, or refurbishment that impact the facility capabilities, but in a manner that presents a low probability of reducing mission capabilities.
- Marginal Mission Capable: Facility has necessary repairs, reactivation, or refurbishment that have degraded the system operation, environmental impact, and/or safety that presents a high probability of reducing mission capabilities.
- Non-Mission Capable: Facility requires repair, reactivation, or refurbishment. If modifications are not made, facility will remain out of service and pose a certainty of reducing mission capabilities.
- Temporary Closure: Facility temporarily closed and deactivated; not operable without reactivation. If modifications are not made, the facility will remain out of service and pose a certainty of reducing mission capabilities.

b. Priority Rating

All work recommended as a noted deficiency is assigned a “Priority Rating” to facilitate execution of the most needed projects in the shortest amount of time. The applicable priority ratings are:

- Immediate: Project must be completed immediately to allow facility or structure to perform intended use.
- Urgent: If project is not completed, facility will likely not be able to perform intended use within 6 months.
- Short Term: If project is not completed, facility will likely not be able to perform intended use within 2 years.
- Long Term: Project deferral for more than two years will likely not impact intended use of the facility but the repair work or sustainment work is required per the recommended timeline to avoid future immediate, urgent, or short-term repairs in the next thirty years, the Government-imposed economic analysis period for this FCA.

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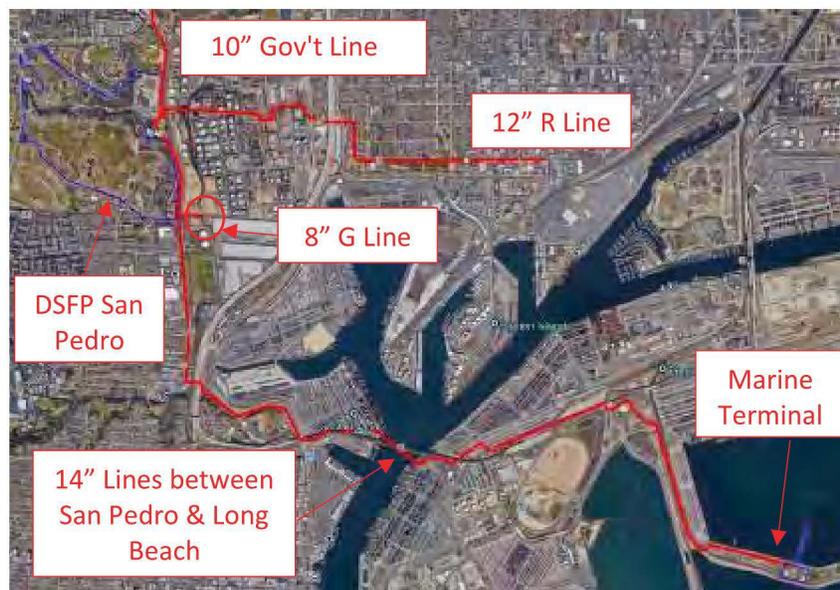
B. FUEL SYSTEM OVERVIEW

DFSP San Pedro is comprised of two sites, the 311-acre Main Terminal in San Pedro and the 8.3-acre Marine Terminal in Long Beach, and the associated 14-1/2 miles of pipelines running between these two sites and to non-Government sites. These facilities were used to issue, receive, and store fuel from marine vessels, tank trucks, and crosstown pipelines. The products most recently used at DFSP San Pedro were JP-5, JP-8, F-76 and fuel system icing inhibitor (FSII).

The Fuel Depot in San Pedro is comprised of five main areas: The Administration Area, the Magazine Area, the Aboveground Storage Tank (AST) Area, the Underground Storage Tank (UST) Area, and the South Control Area. The Fuel Depot is where the majority of fuel storage, transfer, loading, and daily operations take place.

The Marine Terminal in Long Beach is comprised of two areas, the Administration Area and the Pier 12 Area. The Marine Terminal is where ships are loaded and unloaded, and also includes some ancillary storage, transfer, and administrative capabilities.

Fuel is supplied and issued from the depot using three inter-terminal pipelines: the 10-inch Government line to/from Norwalk that is Air Force-owned, the 12-inch 'R' Line to/from Wilmington, and the 8-inch 'G' Line to/from the south side of the adjacent Phillips 66 property. No direct assessment of these underground lines was conducted as part of this site visit. Existing reports and discussions with Government personnel were the source of information for these underground transfer lines. While the 10-inch Government line is reported to be in nitrogen blanket layup and good condition, the condition of the other two pipelines is unknown. Additionally, there are two 14"/18" pipelines that connect the Fuel Depot and Marine Terminal properties which were reportedly in good condition.



1. San Pedro Fuel Depot

The Fuel Depot in San Pedro is comprised of five main areas: The Administration Area, the Magazine area, the AST Area, the UST Area, and the South Control Area. The Fuel Depot is where the majority of fuel storage, transfer, loading, and daily operations take place.

Fuel is supplied and issued from the depot using three inter-terminal pipelines: the 10-inch Government pipeline to/from Norwalk that is Air Force owned, the 12-inch "R" Line to/from Wilmington, and the 8-inch "G" Line to/from the south side of the adjacent Phillips 66 property. Information on the integrity of the underground piping within the site and the inter-terminal pipelines has been based on information gathered from other testing and evaluation performed outside of this assessment.



San Pedro Fuel Depot Overview

a. San Pedro Fuel Depot – Administration Area

The Administration Area is the hub of activity for the San Pedro Fuel Depot. It consists of the main offices, the transfer pumphouse and loading stations. Most of the systems were first constructed in the 1940s and have been upgraded multiple times since.



San Pedro Fuel Depot, Administration Area

The primary facilities of the Administration Area consist of administrative buildings, two FSII aboveground storage tanks, a commercial pipeline receipt manifold and pumphouse, a JP-5 & JP-8 tank truck loading facility, an abandoned drum fill plant, and a fire pump station and storage tank.

The Administration Building (Facility 100) is a 9,755 sq ft building originally built in 1942 and consists of conference rooms and office areas. The Contractor Administration Building (Facility 103) is a 6,000 sq ft building originally built in 1952 and consists of office and maintenance areas. Two storage buildings, Facilities 107 and 108, are abandoned and unsafe for use. There is also a 50,000 gallon Fire Water Tank and Fire Pump Station.

The pumphouse (Facility 113) consists of eight pumps. Pumps 1-2 are primarily used for issuing through the 10" Government pipeline (also known as the Kinder Morgan pipeline); each pump is rated for 850 GPM at 1,282 ft of head. Pumps 3-8, manufactured in 1953, are primarily used for pier receipt boosting to the product tanks in the Fuel Depot; each pump is rated for 1,166 GPM at 454 ft of head.

Adjacent to the pumphouse is a large piping manifold that is used to issue/receive fuel between the aboveground storage tanks, underground storage tanks when they were active, the fuel pier, and the crosstown pipelines. Through different valve configurations, any of the eight pumps may be used in any service as required. Due to the underground storage tanks being permanently decommissioned, a large portion of this manifold could be eliminated to optimize operations and accessibility.

There are three 600 GPM horizontal filter/separators in the JP-5 & JP-8 piping supply to the tank truck loading facility (Facility 115). There are also two FSII additive tanks (Facility Numbers 56A & 68) of 8,000 gal & 10,000 gal capacities with the FSII injectors located downstream of the filter/separators. Facility 115 is a six-position tank truck loading facility that can issue to two tank trucks simultaneously.

North of the truck loading facility is an abandoned and partially demolished drum fill plant (Facility 117). The drum fill plant consists of vertical filter/separators, vertical relaxation tanks, a drum fill pipe manifold, and two abandoned 12,000-gal diesel storage tanks (Facility Numbers 59 & 60).



POL Ops Center / Pumphouse, Facility 113



JP-5 / JP-8 Tank Truck Loading, Facility 115



FSII Tanks, Facility Numbers 56A & 68



Abandoned Drum Fill Plant, Facility 117



Administration Building, Facility 100



Contractor Administration Building, Facility 103



Fire Water Tank & Pump Station, Facility Numbers 70 & 250



Abandoned Storage Building, Facility 107



Abandoned Storage Building, Facility 108



Abandoned Diesel Storage Tanks, Facility Numbers 59 & 60

b. San Pedro Fuel Depot – Magazine Area

The Magazine Area consists of several concrete munitions magazines and bunkers built into the hillsides near the facility roads. These magazines are largely abandoned with some magazines being used for miscellaneous storage. In general, the concrete magazine structures are in fair condition, while the doors are in poor condition. These magazines could potentially be used for miscellaneous storage and critical spare parts storage in the future.



San Pedro Fuel Depot, Magazine Area



Magazine, Facility 301



Magazine, Facility 302



Magazine, Facility 303



Magazine, Facility 305



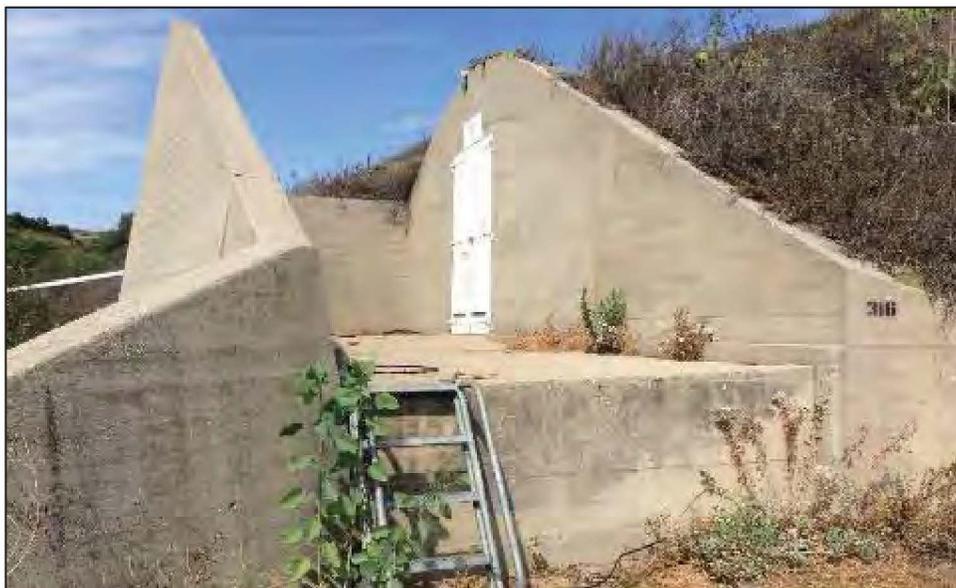
Row of Magazines, Facility Numbers 307-312



Personnel Shelters, Facility Numbers 313 & 314



Magazine, Facility 315



Magazine, Facility 316

c. San Pedro Fuel Depot – Aboveground Storage Tank Area

The Aboveground Storage Tank Area consists of three 55,000 bbl JP-8 storage tanks originally built in 1954 to the prevailing standard of that time. All three tanks are 100'OD x 40'H and feature a floating roof with no external roof and a small water draw-off system. The underground piping between the AST Area and the Administration Area is currently disconnected and out of service. All three tanks share a common secondary containment that features vertical concrete walls, intermediate berms, vehicle access, and an HDPE liner that was installed in 2012.

The tanks were examined and found to be in generally good condition. API 653 Out-of-Service Inspection Reports for each tank were submitted in February 2018 by Pond under Pond Project Number 110096. These reports found no immediate repairs that must be completed prior to returning the tank to service but identified numerous repairs that should be implemented in the near-future.



San Pedro Fuel Depot, Aboveground Storage Tank Area



JP-8 Aboveground Storage Tank #48



JP-8 AST Water Draw-off System & Piping



AST Area Secondary Containment

d. San Pedro Fuel Depot – Underground Storage Tank Area

The Underground Storage Tank Area consists of two groups of underground tanks. The “20 Series” tanks features 20 concrete cut & cover tanks while the “40 Series” tanks features six steel cut-and-cover tanks. All of these tanks have been permanently decommissioned with the tanks and piping filled with low strength concrete. There are two abandoned aboveground POL waste storage tanks, Facility Numbers 53 & 54, which are planned to be demolished.



San Pedro Fuel Depot, Underground Storage Tank Area

e. San Pedro Fuel Depot – South Control Area

The South Control Area consists of several pumphouses associated with the “20 Series” and “40 Series” underground storage tanks. As part of the decommissioning of the USTs all of the pumphouses in the South Control Area have also been decommissioned. Aboveground piping associated with Pumphouse 200 has also been removed.



San Pedro Fuel Depot, South Control Area

2. Long Beach Marine Terminal Overview

The Marine Terminal consists of two areas: The Administration Area and the Pier 12 Area. It is primarily used to receive fuel but has the capability to issue fuel from the AST Area in San Pedro by gravity as well. The Administration Area consists of numerous temporarily closed ASTs, a controls & office/lab building, pumphouse, and a multi-purpose building. The Pier 12 Area consists of a 1,060 ft pier with three off-loading/loading arm stations, two dock watch buildings, and a boathouse.



Long Beach Marine Terminal Overview

a. Long Beach Marine Terminal – Administration Area

The Administration Area consists of administrative buildings, a pumphouse, an oil/water separator, and numerous aboveground storage tanks.

The office/lab & operations building (Facility 833) is an 1,895 sq ft building that consists of office, laboratory, and operational control areas. The multi-purpose building (Facility 832) is a 3,060 sq ft building that consists of electrical MCC’s, diesel backup generator, locker/changing rooms, and fire pump room.

There are numerous aboveground storage tanks in the Administration Area which are summarized in the table below. All of these tanks are empty and physically disconnected from the piping.

Facility #	Description	Size
836	Ballast Tank #2002	20,000 bbl
837	Ballast Tank #2003	20,000 bbl
838	DFM Issue Tank #2001	20,000 bbl
839	Contaminated Oil Tank #201	2,000 bbl
840	JP5 Heating Tank #501	5,000 bbl
841	JP5 Heating Tank #502	5,000 bbl
842	Wastewater Surge Tank #503	5,000 bbl
843	JP5 Settling Tank #251	2,500 bbl
844	JP5 Settling Tank #252	2,500 bbl
845	DFM Settling Tank #253	2,500 bbl
846	DFM Settling Tank #254	2,500 bbl

The pumphouse (Facility 834) consists of four pumps. Pumps 1-3 are primarily used to boost fuel from Pier 12 to Pumphouse 113 at the San Pedro Fuel Depot. Pump 4 is a larger service transfer pump rated for 4,095 GPM and up to 450 ft of head.

Adjacent to the pumphouse is a large piping manifold that is used to issue/receive fuel between the San Pedro Fuel Depot, the fuel pier, and the crosstown pipelines. Through different valve configurations, any of the four pumps may be used in any service as required.



Long Beach Marine Terminal – Administration Area



Marine Terminal Aboveground Storage Tank Area



Pumphouse & Valve Manifold, Facility 834



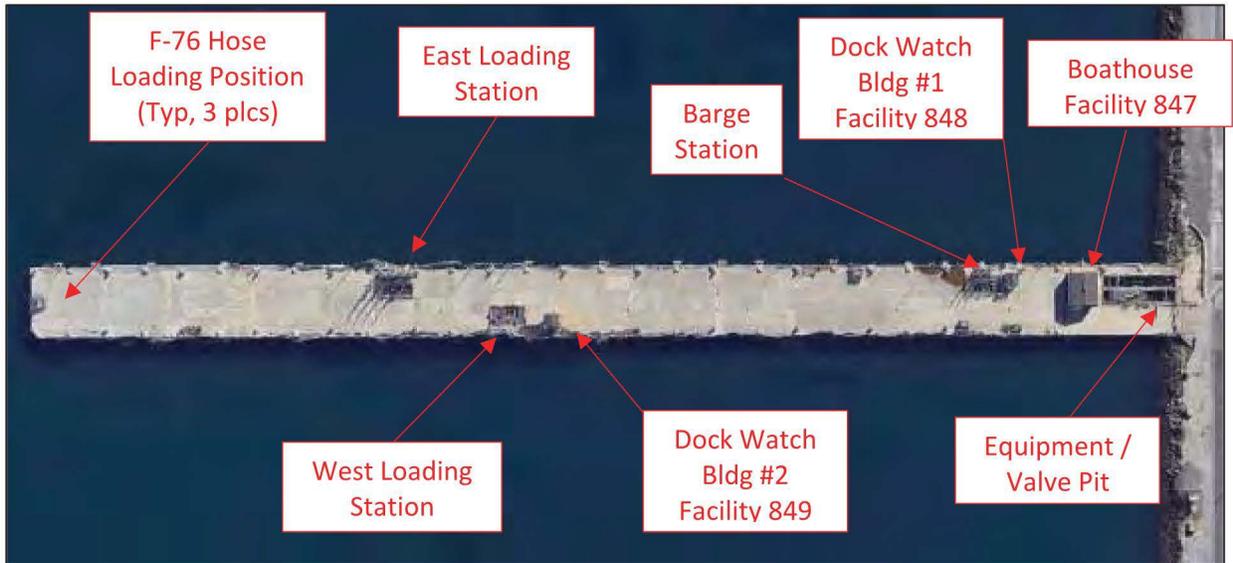
Multipurpose Building, Facility 832



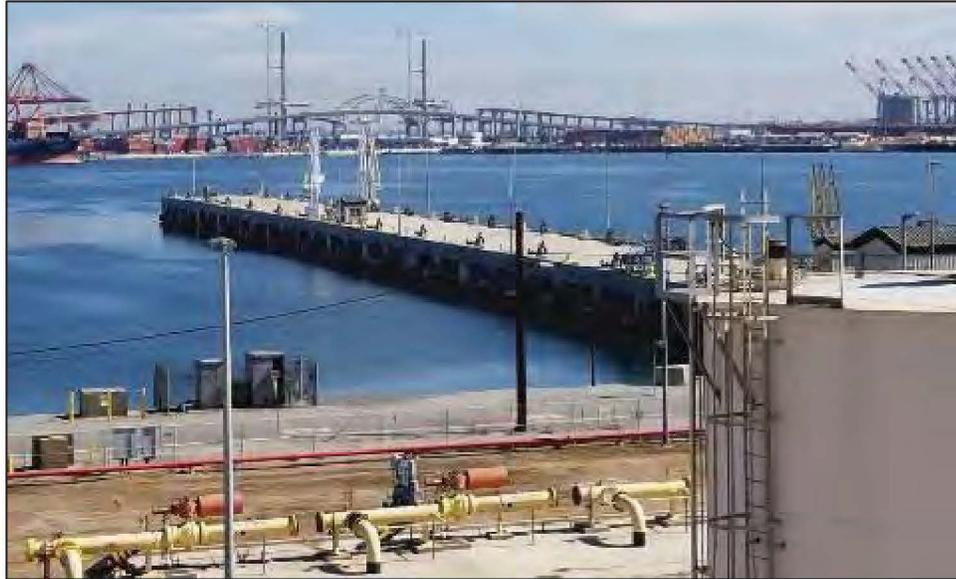
Office/Lab & Control Building, Facility 833

b. Long Beach Marine Terminal – Pier 12 Area

The Pier 12 Area is a 1,060 ft pier with two off-loading/loading stations, one on either side of the pier, and three out of service F-76 hose loading positions. It also contains two dock watch buildings and a boathouse. While most of the piping is located in a vault below the pier decking, there are several equipment/valve pits on the pier that are accessible from above.



Long Beach Marine Terminal – Pier 12 Area



Overview of Pier 12, Facility 851



Boathouse, Facility 847



Dock Watch Building #1, Facility 848



Dock Watch Building #2, Facility 849, and Loading Stations

C. SUMMARY OF CONDITION RATINGS

The fuel systems associated with DFSP San Pedro are all either permanently deactivated or in a state of Temporary Closure. The systems that are categorized as being in a state of Temporary Closure could be brought back on line in most cases by reconnecting assets to the piping system and performing some basic and routine maintenance or repairs.

Of the fuel systems at DFSP San Pedro that are in a state of Temporary Closure, the facilities were found to be generally in Marginal Mission Capable Condition with numerous repairs, equipment replacement and maintenance work needed. A full list of the facilities and their assigned condition rating, separated by site location and area, is included below.

Facility Condition Ratings		
Facility No.	Name	Condition
San Pedro Fuel Depot – Administration Area		
56A	Bulk Ready Fuel Additive Storage	Temporary Closure – Non-Mission Capable
59	Diesel Fuel Storage	Out of Service - To Be Demolished
60	Diesel Fuel Storage	Out of Service - To Be Demolished
68	Bulk Ready Fuel Additive Storage	Temporary Closure – Non-Mission Capable
70	Water Storage Tank Fire Protection Water	Fully Mission Capable
100	Administration Building	Degraded Mission Capable
101	Flagpole	Fully Mission Capable
103	Contractor Admin Building	Degraded Mission Capable
105	Drum Dock Paint Locker	Out of Service, To Be Demolished
106	Bunker	Out of Service, To Be Demolished
107	Storage Building	Out of Service, To Be Demolished
108	PW Storage Building	Out of Service, To Be Demolished
113	POL Ops Center – Pump Station	Temporary Closure – Non-Mission Capable
115	Tank Truck Loading Facility	Temporary Closure – Non-Mission Capable
116	AV Fuels Sample Building	Out of Service, To Be Demolished
117	Drum Fill Plant	Out of Service, To Be Demolished
120	Main Gate Sentry House	Fully Mission Capable
250	Fire Pump Station	Degraded Mission Capable
290	Sewer Ejector Building	Degraded Mission Capable
292000, 292002	Aviation/NFSO Pipelines	Degraded Mission Capable
292073	Electrical System	Degraded Mission Capable
292076, 292077	Water Lines	Degraded Mission Capable
292080, 292083	Roadways	Degraded Mission Capable
292082, 292084	Parking Area	Degraded Mission Capable
292086	Drainage System	Fully Mission Capable
292088	Fence Boundary	Degraded Mission Capable
San Pedro Fuel Depot – Magazine Area		
301	HE Magazine Bulk /O/	Marginal Mission Capable
302	HE Magazine Bulk /O/	Marginal Mission Capable
303	HE Magazine Bulk /V/ /O/	Marginal Mission Capable

305	HE Magazine Bulk /O/	Marginal Mission Capable
306	HE Magazine Bulk /O/	Marginal Mission Capable
307	HE Magazine Bulk /O/	Marginal Mission Capable
308	HE Magazine Bulk /V/ /O/	Marginal Mission Capable
309	HE Magazine Bulk /O/	Marginal Mission Capable
310	HE Magazine Bulk /O/	Marginal Mission Capable
311	HE Magazine Bulk /V/ /O/	Marginal Mission Capable
312	HE Magazine Bulk /V/ /O/	Marginal Mission Capable
313	Operational Storage	Marginal Mission Capable
314	HE Magazine Bulk /V/ /O/	Marginal Mission Capable
315	HE Magazine Bulk /O/	Marginal Mission Capable
316	HE Magazine Bulk /O/	Marginal Mission Capable
San Pedro Fuel Depot – AST Area		
48	Aviation Fuels Storage JP8	Temporary Closure – Non-Mission Capable
49	Aviation Fuels Storage JP8	Temporary Closure – Non-Mission Capable
50	Aviation Fuels Storage JP8	Temporary Closure – Non-Mission Capable
270	Guard/Watch Tower	Marginal Mission Capable
San Pedro Fuel Depot – UST Area		
53	Industrial POL Waste Storage Facility	Out of Service, To Be Demolished
54	Industrial POL Waste Storage Facility	Out of Service, To Be Demolished
208	Substation	Fully Mission Capable
Long Beach Marine Terminal – Administration Area		
23	Substation 23	Fully Mission Capable
818	PS#2/Ship Wastewater Coll Ashore	Out of Service
832	Multipurpose Building	Temporary Closure – Non-Mission Capable
833	Office/Lab & Control Building	Temporary Closure – Non-Mission Capable
834	Pumphouse	Temporary Closure – Non-Mission Capable
835	Fire Water Tank #301	Fully Mission Capable
836	Ballast Tank #2002	Temporary Closure – Marginal Mission Capable
837	Ballast Tank #2003	Temporary Closure – Marginal Mission Capable
838	DFM Issue Tank #2001	Temporary Closure – Marginal Mission Capable
839	Contaminated Oil Tank #201	Temporary Closure – Marginal Mission Capable
840	JP5 Heating Tank #504	Temporary Closure – Marginal Mission Capable
841	JP5 Heating Tank #502	Temporary Closure –

		Marginal Mission Capable
842	Wastewater Surge Tank #503	Temporary Closure – Marginal Mission Capable
843	JP5 Settling Tank #251	Temporary Closure – Marginal Mission Capable
844	JP5 Settling Tank #252	Temporary Closure – Marginal Mission Capable
845	DFM Settling Tank #253	Temporary Closure – Marginal Mission Capable
846	DFM Settling Tank #254	Temporary Closure – Marginal Mission Capable
855	CP Separator	Out of Service
856	Oily Water Pump	Out of Service
857	Waste Oil Loading Station	Out of Service
866	Dike Walls DFM	Fully Mission Capable
870	Fuel System Icing Inhibitor	Temporary Closure – Non-Mission Capable
293006	Fuel Oil Pipeline	Fully Mission Capable
293035	Fuel Farm Bit Road	Fully Mission Capable
293036	Parking Area	Fully Mission Capable
293037	Other Paved Areas	Fully Mission Capable
293038	Misc Open Storage	Fully Mission Capable
293039	Storm Drains Pier 12/POL	Fully Mission Capable
Long Beach Marine Terminal – Pier 12 Area		
847	Boat House	Degraded Mission Capable
848	Dock Watch Building #1	Degraded Mission Capable
849	Dock Watch Building #2	Degraded Mission Capable
851	Fuel Pier (Pier 12)	Temporary Closure – Non-Mission Capable

D. EXISTING DEFICIENCIES SUMMARY

Existing deficiencies have been identified through multiple reports and previous planning studies. These deficiencies have been reviewed and assessed to determine if they're still valid, accurate, or no longer apply. In addition, where existing deficiencies have changed due to demolition, decommissioning, or other site conditions, the valid components of the existing deficiency have been represented in one of the new deficiencies. Refer to the deficiency table attached for a list of all existing deficiencies.

E. NEW DEFICIENCIES

The following list represents a summary of the deficiencies that were identified during the site investigation. In addition, where existing deficiencies have changed due to demolition, decommissioning, or other site conditions, the valid components of the existing deficiency have been represented in one of the new deficiencies. The deficiencies are grouped by area and listed by Facility Number.

1. San Pedro Fuel Depot

a. Tank Clearances Not Met

Facility Number: 48, 49, 50

Priority: No Action

Summary of Deficiency: Tanks 48 & 49 are located too close to nearby public roads and commercial buildings. All tanks are too close to each other.

Justification: UFC 3-460-01 requires a distance of at least 100 ft between the aboveground storage tanks and the property line, nearby buildings, and each other or new facility construction. Tanks 48 and 49 do not meet these clearance offsets. For tanks of this size and type, NFPA 30 requires 50 ft from the tanks to the property line and a distance of 33 ft between the tanks. Both NFPA requirements appear to be in compliance with these general industry standards.

Scope of Work: UFC criteria is not applicable for existing facilities and no repairs or relocations are recommended at this time.



b. Repair Containment Area**Facility Number:** 48, 49, 50**Priority:** Long Term**Summary of Deficiency:**

- 1) Vegetation exists at multiple control joints, cracks in containment dike, and at product receipt/suction concrete-to-air interfaces.
- 2) Containment liner has several holes in the membrane.
- 3) Test ports on the Cathodic Protection System are missing caps in multiple locations, compromising the containment.
- 4) Piping penetrations in the valve pits adjacent to the tanks appear to utilize sealant only.
- 5) Electrical handholes are located in the containment area and pose a risk for leaks through the containment in the event of a leak.

Justification: UFC 3-460-03 requires that vegetation be removed, the liner to be in good condition and free of tears, holes, or punctures, and for piping penetrations to utilize pipe sleeves and link-type mechanical compression seals.

Scope of Work: Remove vegetation, replace test port caps, and repair the liner using flexible, fuel-resistant, UV-resistant sealant as required. Provide pipe sleeves and link-type compression seals for all piping penetrations in valve pits. Remove the electrical handholes, fill with concrete and sealant, and relocate the electrical equipment to a raised panel.



c. Reactivate Tanks**Facility Number:** 48, 49, 50**Priority:** Immediate**Summary of Deficiency:**

- 1) Reactivate Tanks
 - a. Due to temporary closure status the tanks have been disconnected from supply/receipt piping with the controls and instrumentation disconnected.
- 2) Deficiencies
 - a. Supply and receipt piping do not contain ball joints between the piping.
 - b. Tanks do not contain DB&B valves at supply & receipt lines.
 - c. The tank PRT pumps are extremely corroded and in need of replacement.
 - d. There are no EFSO Stations at the egress points from the tank containment areas.

Justification:

- 1) Tanks are currently out of service and inoperable.
- 2) UFC 3-460-01 requires ball joints between piping and aboveground storage tanks for flexibility.
- 3) UFC 3-460-01 requires DB&B skin valves at tanks.
- 4) UFC 3-460-03 requires equipment in disrepair to be replaced.
- 5) UFC 3-460-01 requires emergency shut-off devices at the egress points of tank containment areas.

Scope of Work:

- 1) Reconnect piping, instrumentation, and controls at tanks.
- 2) Provide ball joints in supply and receipt piping.
- 3) Provide 14" supply and receipt DB&B skin valves. Provide low suction/water draw-off piping with two DB&B valves.
- 4) Replace each PRT pump with an equivalent size pump and explosion-proof motor.
- 5) Provide an emergency shut-off device near each egress point. Provide an EFSO system which closes the tank outlet MOVs upon activation of an EFSO push button. Emergency shut-off devices shall be large, red mushroomed push buttons, wired in series, and connected to the EFSO system. Provide signage consisting of engraved white plastic with a red core and lettering 2 inches high reading "EMERGENCY FUELS SHUT-OFF". Provide bollards where EFSO push button is subject to damage from vehicles.



d. Repair Tank Grounding

Facility Number: 48, 49, 50

Priority: Long Term

Summary of Deficiency: The entries to the tank containment area lack means for personnel to ground themselves before entering a hazardous area. The ground wires to the PRT tanks are broken.

Justification: UFC 3-460-01 requires bonding of all non-current carrying metallic objects. Personnel grounding plates or connection of stairs/handrails to a ground rod to allow personnel to ensure they can dissipate any static buildup on their persons before entering the hazardous area are required. UFC also requires all fuel systems to be connected to a grounded system to prevent electrostatic buildup in the system.

Scope of Work: Provide personnel grounding plates connected to a ground rod at each entrance to the tank containment area. Connect grounding plates at entrances with metallic structures such as stairs, handrails, etc. Provide ground wire between existing grounding lugs on PRT tanks and existing exposed grounding wire. Make connection with existing wire with a non-reversible mechanical connection.



e. Provide Tank Lighting

Facility Number: 48, 49, 50

Priority: Long Term

Summary of Deficiency: The existing tank containment area has no area lighting. The tank stair lights are controlled by photocell only. These lights are only needed when someone is climbing the tank.

Justification: AW 78-24-2 requires area lighting to be provided for tank containment areas. Providing a local switch located at the bottom of the tank stairs to activate the lights when needed is a best practice item.

Scope of Work: Provide pole-mounted, LED area lighting around the perimeter of the tank containment area to provide nighttime illumination. Light fixtures shall be full cutoff type and controlled by photocell. Alternatively, provide task lighting only at the tanks near control devices and allow for local controllability. Provide an explosion-proof switch connected in series with the tank stair lighting and located at the bottom of the stairs mounted to the railing of each tank.



f. Reactivate FSII Injection System**Facility Number:** 56A, 68**Priority:** Immediate**Summary of Deficiency:**

- 1) Replace Tanks. Both tanks lack a visible nameplate and therefore it cannot be determined what standard they were built to. Facility 56A is an 8,000 gallon tank. Facility 68 is a 10,000 converted riveted railcar tank.
- 2) Reactivate FSII Injection System. The tanks have been disconnected from supply/receipt piping with the controls and instrumentation disconnected. The Hammond's injectors have not been in use for several years. There are holes in the concrete containment walls and multiple cracks in the floor and walls of the containment area.

Justification:

- 1) UFC 3-460-01 and DoD standards require horizontal and vertical aboveground storage tanks to be built to UL-142 and API 650, respectively. A converted railcar could be a deterrent to a potential lessee.
- 2) The cracks and holes in the concrete containment could result in a potential release of product to the environment.
- 3) The tanks and injectors have been physically disconnected and out of service for several years.

Scope of Work:

- 1) Replace tanks and install in accordance with UFC 3-460-01.
- 2) Repair concrete containment and seal through-hole penetrations.
- 3) Reconnect and reinstall piping, instrumentation and controls, and perform any manufacturer recommended maintenance and repair on the injectors. If necessary, replace injectors.



Existing FSII Tanks



Existing FSII Injectors

g. Provide Bollards Around HVAC**Facility Number:** 100**Priority:** Long Term**Summary of Deficiency:** There are two HVAC units located in the parking lot adjacent to parking spaces.**Justification:** Cars utilizing the parking lot could drive into the HVAC units.**Scope of Work:** Provide five bollards to surround the HVAC units and protect from vehicular collision.

h. Repair Administration Building**Facility Number:** 100**Priority:** Long Term**Summary of Deficiency:**

- 1) According to the occupants, the building experiences problems with circuits tripping randomly. The wiring is original to the building which was built sometime in the 1960s.
- 2) The sink and shower in the women's restroom are not accessible. The door into the restroom does not meet the maneuvering clearance on the pull side.
- 3) The sink, toilet, and urinals in the men's restroom are not accessible. The door into the restroom does not meet the maneuvering clearance on the pull side.
- 4) The shower in the changing room does not meet accessibility requirements.
- 5) The exterior stucco wall finish is damaged and cracked in several locations.
- 6) The existing wood floor system has higher than average deflection which may be the result of deteriorating framing members. Interior finishes such as the carpeting and ceiling tiles are damaged.

Justification:

- 1) The electrical system of the building is at the end of its service life.
- 2) Restrooms, showers, and fixtures shall meet the accessibility requirements of UFC 1-200-01 and ABA 2015.
- 3) The damaged wall provides insufficient moisture and weather barrier from the environment, which will lead to early deterioration of the structure and reduce the service life of the building.
- 4) Flooring, carpeting, and ceiling tiles should be repaired and replaced as necessary.

Scope of Work:

- 1) Replace electrical panels, breakers, and wiring in the building.
- 2) Provide accessible sinks and showers meeting the requirements of ABA 2015. Relocate the new sink to provide adequate maneuvering clearance at the door. Provide an accessible shower meeting the requirements of ABA 2015.
- 3) Patch and repair the stucco wall surface.
- 4) Replace and repair the interiors finishes as required. Monitor the floor framing in the crawlspace on a yearly basis for the condition of the framing members.



i. Repair Contractor Administration Building**Facility Number:** 103**Priority:** Long Term**Summary of Deficiency:**

- 1) The exterior metal wall panels are in poor condition with damage at multiple areas with rusting and small holes. Roof panels have significant rusting that is visible from the interior.
- 2) The finishes on the structural steel frames, purlins, and girts have deteriorated and some rust is visible.
- 3) The exterior concrete pavement and interior concrete slab have significant cracking while the interior shop office slab is scratched and stained.
- 4) The windows and trim are in fair to poor condition with damaged trim. According to occupants the windows are no longer operable.
- 5) The conditioned office space appears to have inadequate air barrier and is uninsulated from the shop space.
- 6) The plumbing fixtures in the men's restroom are not accessible, the floor clearances at the fixtures aren't sufficient, and the urinals are out of order. The plumbing fixtures and door threshold in the women's restroom are not accessible.
- 7) The interior finishes such as vinyl composition tiles, wall and ceiling panel boards are in poor condition.
- 8) There is only one exit door in the building, not including the garage service door.

Justification:

- 1) The damaged wall and roof panels provide insufficient moisture and weather barrier from the environment. This will lead to early deterioration and reduce the service life of the building.
- 2) Insufficient coating on steel members will lead to early deterioration from the environment and reduce the service life of the building.
- 3) Exterior and interior concrete, windows, and trim are in poor condition and require repair.
- 4) UFC requires sufficient air barrier and insulation between conditioned and unconditioned spaces to reduce energy consumption.
- 5) There is no requirement to provide an ADA compliant restroom in existing buildings but is a requirement for major renovations and new construction per UFC 1-200-01 and ABA 2015. The addition of a women's restroom appears to be completed after the adoption of ABA and should meet the requirement.
- 6) Interior finishes should be repaired and replaced as necessary.
- 7) It should be verified if a single exit door is adequate for this building.

Scope of Work:

- 1) Existing metal wall and roof panels should be replaced to provide an effective air and moisture barrier.
- 2) The structural frame, purlins, and girts should be prepared and recoated.
- 3) Patch and repair exterior concrete pavement and interior concrete slab. Patch and repair interior shop office slab and apply sealer.
- 4) Replace windows and trim with aluminum double hung windows to match.
- 5) Provide an air barrier and insulation at the office space walls and ceiling.
- 6) Reconfigure and replace plumbing fixtures to meet accessibility requirements such as clearances, accessible fixtures, grab bars, and accessories. Modify the women's restroom threshold to meet accessibility requirements.
- 7) Repair and replace interior finishes.
- 8) If it's verified that a single exit is inadequate, provide an additional exit to the building.



j. Repair Drum Paint Locker**Facility Number:** 105**Priority:** Long Term**Summary of Deficiency:** The finish on the wood roof framing, fascia, and soffit is in poor condition.**Justification:** Insufficient coating on wood components will lead to early deterioration from the environment and reduces the service life of the building.**Scope of Work:** Recoat wooden components.

k. Demolish Bunker**Facility Number:** 106**Priority:** Short Term

Summary of Deficiency: The concrete walls and roof are spalling and the steel reinforcement is exposed. The steel plate entry door is stuck and inoperable during the time of observation. The facility is no longer needed

Justification: The concrete needs to be repaired and the door to be repaired or replaced. Removal of abandoned facilities will increase desirability of the site.

Scope of Work: Demolish facility.



I. Demolish Abandoned Storage Buildings

Facility Number: 107, 108

Priority: Short Term

Summary of Deficiency: Storage buildings #107 and 108 are unsafe for use and abandoned.

Justification: Facilities are no longer needed, contain lead and asbestos, and are unsafe for use. Cost to repair the facilities is prohibitive. Removal of abandoned facilities will increase desirability of the site.

Scope of Work: Demolish the abandoned storage buildings.



Abandoned Storage Building, Facility 107



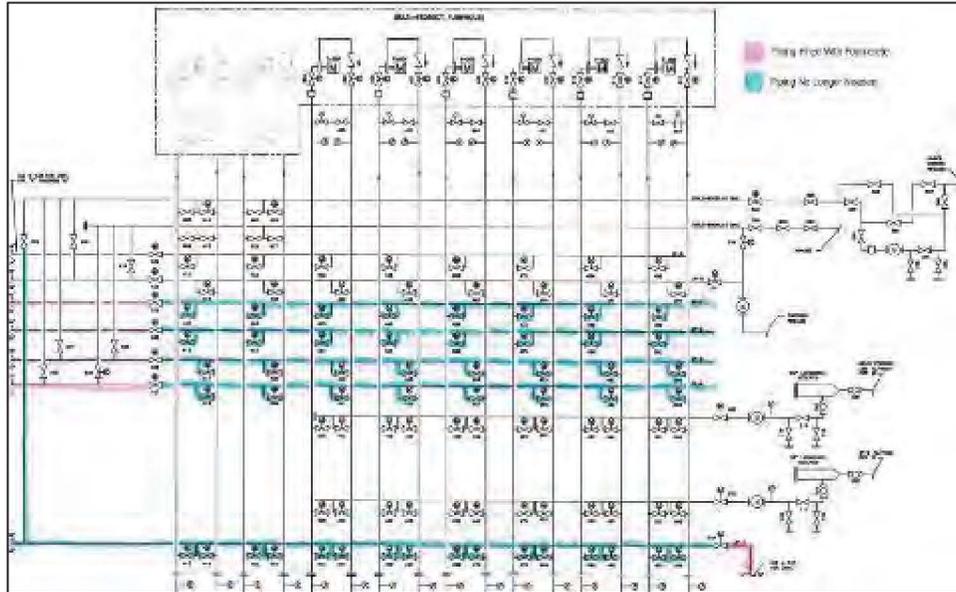
Abandoned Storage Building, Facility 108

m. Reconfigure Pumphouse 113 Manifold**Facility Number:** 113**Priority:** Immediate

Summary of Deficiency: This is one of the projects planned by the Facility Manager that was canceled due difficulty with contracting avenues; it is recommended this project be completed prior to the out-lease program. All USTs in the San Pedro Fuel Depot have been permanently decommissioned. There are 5 pipelines and approximately 64 automated valves in the pump manifold that could be eliminated.

Justification: Eliminating the valves and piping that are no longer needed will increase accessibility for maintenance and operations, help reduce operator errors by simplifying operations, and preventing accidental releases.

Scope of Work: Remove valves and piping associated with decommissioned USTs that are no longer needed.



Proposed Valve Manifold Modifications



Existing Valve Manifold

n. Reactivate Pumphouse 113**Facility Number:** 113**Priority:** Immediate**Summary of Deficiency:**

- 1) Reactivate Pumphouse
 - a. Due to the temporary closure status the pumps have been disconnected from supply/discharge piping with the controls and instrumentation partially removed.
- 2) Deficiencies
 - a. The pumphouse is not protected by a sprinkler system and the window separating the pumphouse and breakroom does not have a 1.5 hr fire rating and is not protected with a fire shutter.
 - b. There is an exit door from the pumphouse which doesn't have an EFSO station.
 - c. The fire alarm panel, associated with the AFFF System, is past its service life and no longer needed.
 - d. The pipe column at the entrance canopy of the building is damaged.
 - e. The interior concrete walls have moderate sized cracks and spalling in multiple locations
 - f. The building does not have an accessible entrance from the parking area.
 - g. The plumbing fixtures in the restroom are not accessible. Floor clearances at fixtures insufficient.
 - h. The interior finishes in the building are in poor condition, such as broken ceramic wall tiles in the restroom and missing ceiling tiles in the operation center.
 - i. The existing control system is a proprietary control system and only partially in place. A new control system needs to be installed. The system can be operated manually.

Justification:

- 1) The pumps are currently out of service and inoperable.
- 2) UFC 3-460-01 requires pumphouses where over 50% of the fuel pumping capacity is located shall be protected by automatic fire suppression. A fire can traverse between the pump room and remaining building areas.
- 3) UFC 3-460-01 requires EFSO stations at all exit doors from pumphouses.
- 4) The fire alarm panel is no longer needed.
- 5) The damaged pipe column significantly reduces the structural capacity of the column. UFC 3-460-03 Section 11-2.2 requires inspecting and maintaining canopies.
- 6) Damaged concrete walls and interior finishes will lead to early deterioration from the environment and reduces the service life of the building.

- 7) While there is no requirement to provide an ADA compliant accessible entrance and restrooms in existing buildings, it is a requirement for major renovations and new construction per UFC 1-200-01 and ABA 2015.
- 8) The controls system was partially removed due to the temporary closure status of the facility.

Scope of Work:

- 1) Reconnect piping, instrumentation, and controls at the pumps. Perform any manufacturer recommended maintenance and repair on pumps, strainers, and valves.
- 2) Perform motor testing in accordance with IEEE Standard 43-1974 and pump testing in accordance with Hydraulic Institute Standards for Pump Testing.
- 3) Install automatic fire suppression in the pumphouse and replace the window separating the pumphouse and breakroom.
- 4) Provide an explosion-proof EFSO push button station mounted on the wall at the exit door. Wire in series with the existing EFSO circuit. Push button shall be red and large, mushroom head type.
- 5) Demolish the fire alarm panel associated with the AFFF System.
- 6) Replace the pipe column and add steel bollards to prevent future damage.
- 7) Patch and repair the spalling concrete.
- 8) Repair and replace interior finishes as necessary.
- 9) Add concrete ramp and handrails and reconfigure and replace plumbing fixtures to meet ABA 2015 accessibility requirements.
- 10) Provide a new control system to replace the existing system. Wire to existing controls/instrumentation as needed and coordinate with future projects to provide an adequate system for the facility.



Disconnected Pump and Instrumentation



Non Fire Rated Window

o. **Provide Canopy Over Pumphouse 113 Manifold**

Facility Number: 113

Priority: Long Term

Summary of Deficiency: There is a substantial amount of valving and instrumentation located outside Pumphouse 113 exposed to the elements.

Justification: UFC 3-460-01, Section 3-8, requires a canopy to protect fixed facility assets and operators from weather.

Scope of Work: Provide a canopy over the Pumphouse 113 valve manifold.



p. Reactivate Filter/Separators**Facility Number:** 115**Priority:** Immediate**Summary of Deficiency:**

- 1) The flow capacity of the filter/separator PSVs are illegible and there is no PRT to collect the discharge from the PSVs and AAVs.
- 2) The filter/separators associated with the Tank Truck Loading Facility have been out of service for several years.
- 3) The TRVs located downstream of the filter/separators discharge to a trench drain and do not contain a testing port on the inlet piping.

Justification:

- 1) UFC 3-460-01 requires PSV and AAV discharges to be collected by a PRT.
- 2) Maintenance and repairs should be performed to ensure the filter/separators are operational.
- 3) UFC 3-460-01 requires TRVs to have testing ports on the inlet piping and for the discharge to be routed into the upstream piping or to be captured by a PRT.

Scope of Work:

- 1) Remove existing PSVs, AAVs, and discharge piping. Provide balanced type PSVs and stainless steel AAVs. All PSV, AAV, and drains shall be manifolded together and routed to a 500 gal double wall stainless steel PRT.
- 2) Perform any manufacturer recommended maintenance and replace the elements.
- 3) Rework the TRV piping to meet UFC requirements.



q. Repair Tank Truck Loading Facility**Facility Number:** 115**Priority:** Immediate**Summary of Deficiency:**

- 1) The tank truck loading facility is lacking several components required by UFC, including a basket strainer with differential pressure upstream of each meter, metering proving connections, and EFSO stations. The existing ball joint swivels and fueling/vapor hoses show signs of failure.
- 2) There are no EFSO stations within 100 to 200 ft in the direction of egress from the tank truck loading facility.
- 3) There are no explosion-proof rated junction boxes within the hazardous area.

Justification: UFC 3-460-01 requires the components described above. NEC 501 requires explosion-proof rated junction boxes in hazardous areas.

Scope of Work:

- 1) Repair the piping to include the components described above and replace the ball joint swivels and fueling/vapor hoses. Reconnect electronic controls and instrumentation to the tank truck loading facility.
- 2) Provide an emergency shut-off device 100-200 ft in the direction of each egress point. Emergency shut-off devices shall be large, red mushroomed push buttons, wired in series, and connected to the EFSO system. Provide signage consisting of engraved white plastic with a red core and lettering 2 inches high reading "EMERGENCY FUELS SHUT-OFF". Provide bollards where EFSO push button is subject to damage from vehicles.
- 3) Replace the two non-explosion-proof junction boxes inside the hazardous area.



r. Provide Personnel Grounding**Facility Number:** 115**Priority:** Immediate**Summary of Deficiency:** The stairs/platform/handrails for personnel access have no means for personnel to effectively ground themselves before entering the hazardous area.**Justification:** UFC 3-460-01 requires bonding of all non-current carrying metallic objects. Personnel grounding plates or connection of stairs/handrails to a ground rod allows personnel ensure they can dissipate static buildup on their persons before entering the hazardous area.**Scope of Work:** Provide grounding conductors connectors to a ground rod at each stair and bond to platforms and handrails.

s. Replace Emergency Shower/Eyewash Station**Facility Number:** 113, 115**Priority:** Long Term**Summary of Deficiency:** The existing emergency shower/eyewash stations at the Pumphouse Facility 113 and Tank Truck Loading Facility 115 do not utilize tepid water, are not freeze protected, and do not have any audible/visual or electronic alarm notifications.**Justification:** Although emergency shower/eyewash stations are not required by OSHA for this service, OSHA does require safety showers to meet ANSI Z358.1.**Scope of Work:** Replace or upgrade the emergency shower/eyewash stations to meet ANSI requirements.

t. Demolish AV Fuel Sample Building**Facility Number:** 116**Priority:** Short Term**Summary of Deficiency:** The AV Fuel Sample building is currently out of service and abandoned.**Justification:** Facilities are no longer needed. Removal of abandoned facilities will increase desirability of the site.**Scope of Work:** Demolish the abandoned building.

u. Repair Main Gate Sentry House**Facility Number:** 120**Priority:** Long Term

Summary of Deficiency: The Sentry House does not have an accessible entrance from the parking area. The finishes on the structural steel columns and base plates have deteriorated and rust is visible. The finishes on the hollow metal doors and frames are in poor condition.

Justification: ABA 2015 requires an accessible entrance for new construction however this is an existing structure and it is extremely unlikely that a disabled person would meet the physical requirements to be a guard therefore no repair recommendation is required at this time. Insufficient coating on steel components will lead to early deterioration from the environment and reduces the service life of the building.

Scope of Work: Prepare steel components and apply new exterior grade coating.



v. Repair Fire Pump Station**Facility Number:** 250**Priority:** Long Term

Summary of Deficiency: The diesel exhaust piping is exposed, the sprinklers inside the building are obstructed by the overhead lighting, and the overhead lighting is not functional. The finish on the downspout has deteriorated and is rusting. The door closer is broken and detached from the door. The metal wall panels show minor rusting at the base.

Justification: The exhaust piping should be insulated for personnel protection. NFPA 13 requires obstructions to be minimized around sprinklers. The non-functional lighting should be replaced. The impaired components will lead to early deterioration of the structure. A broken door closer may lead to the door being accidentally left open and the fire pump equipment exposed to tampering.

Scope of Work: Reinsulate the diesel exhaust piping and rework the overhead lighting so the sprinklers are not obstructed. Replace existing fluorescent lighting fixtures inside the fire pump room with LED type fixtures. Repair and replace the downspout and metal wall panels as required. Replace the door closer.



w. Perform Fire Water Upgrade Study**Facility Number:** 250**Priority:** Short Term

Summary of Deficiency: The fire water distribution near the ASTs does not provide the required water supply if the Western Avenue water supply is unavailable. The most recent fire protection study, "Repair Terminal Fire Protection System, DFSP San Pedro, CA" (dated 2009) identified the available water supply as 400 gpm at 8 psi.

Justification: Per UFC 3-600-01 the minimum water requirements are 875 gpm at 20 psi. If the Western Avenue water supply is not available during an emergency, there may not be adequate water supply for firefighting.

Scope of Work: Perform study and prepare recommendations to address the deficiency.



x. Repair Sewer Ejector Building**Facility Number:** 290**Priority:** Long Term**Summary of Deficiency:** The exterior wood siding, roof fascia, wood door and frame are in very poor condition. The door lock creates an unsafe condition.**Justification:** The deteriorated components provide insufficient moisture and weather barrier from the environment. This will lead to early deteriorated of the structure and reduce the service life of the building. The door lock does not meet exit requirements per UFC 1-200-01.**Scope of Work:** Replace the wood siding, roof fascia, wood frame and door. Provide an integral lock on the door knob that allows personnel to exit without a key.

y. Reactivate Piping

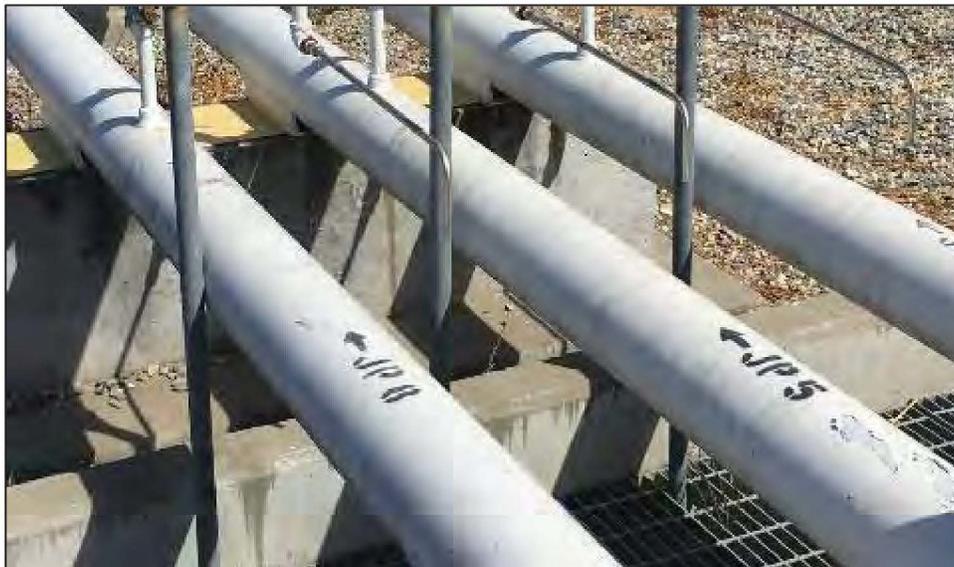
Facility Number: 292000, 292002

Priority: Immediate

Summary of Deficiency: The facility piping has been inactive for several years and lacks proper labeling. Throughout the facility U-bolt and pipe shoe supports are used with direct pipe contact and without PTFE plates. There are numerous locations where piping transitions from aboveground to underground and lacks proper isolation.

Justification: UFC 3-460-01 requires supports to contain PTFE plates between the pipe and support to protect the pipe coating, proper labeling of pipe contents, and double block and bleed isolation valves when piping transitions from aboveground to underground to conduct periodic hydrostatic tests. All deactivated piping is believed to have a 5 psig nitrogen charge. Provided this blanket is still active, no further testing or inspection should be required to reactivate the piping.

Scope of Work: Repair pipe supports, provide proper product labeling, and provide DB&B valves where piping transitions from aboveground to underground throughout all remaining active piping in the Fuel Depot.



z. Perform Pipeline Thermal Relief Study

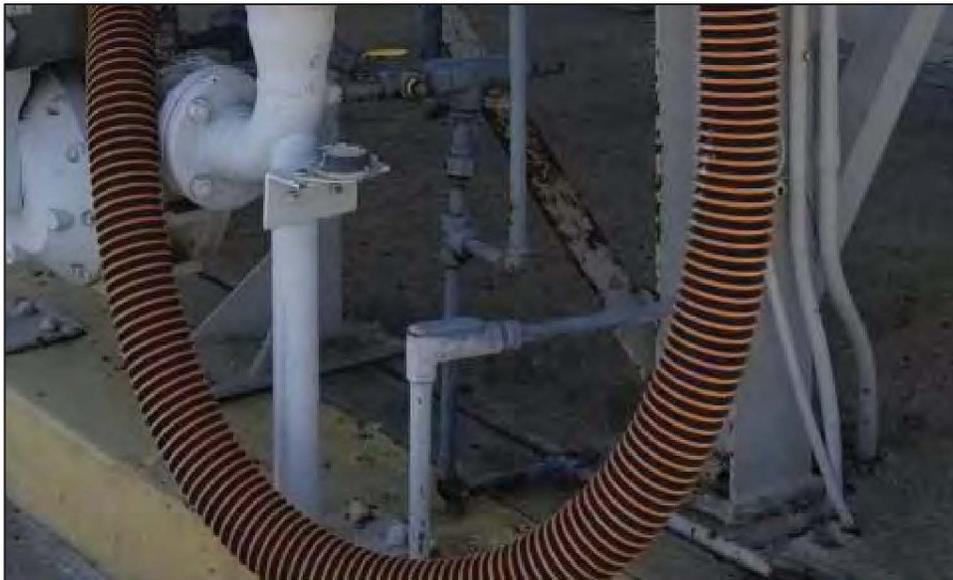
Facility Number: 292000, 292002

Priority: Long Term

Summary of Deficiency: The present thermal relief system across the fuel depot is inadequate, resulting in the need to leave key valves opened for thermal relief. Numerous TRVs are mounted in the horizontal position and lack isolation valves and maintenance tees.

Justification: UFC 3-460-01 requires adequate thermal relief to account for thermal expansion. TRVs should be installed in the vertical position for proper operation and contain isolation valves and maintenance tees.

Scope of Work: Perform a study to evaluate the thermal relief system protecting all remaining active piping at the Fuel Depot and provide additional TRVs as required to properly address thermal expansion. Install TRVs in the vertical position and provide isolation valves and maintenance tees as required. Provide PRTs to capture relief discharges as required.



aa. Upgrade Site Lighting

Facility Number: 292073

Priority: Long Term

Summary of Deficiency: The existing site lighting (approximately 49 fixtures) consists of old low-pressure sodium fixtures.

Justification: The site lighting has reached the end of its useful life.

Scope of Work: Replace the site lighting fixtures with new LED fixtures and mount on existing poles. Perform lighting calculations to determine lumen value and distribution types.



bb. Add Bollards Around Fire Hydrants

Facility Number: 292076, 292077

Priority: Long Term

Summary of Deficiency: There are approximately 15 fire hydrants without bollards are located adjacent to facility roadways.

Justification: Hydrants located near roadways are susceptible to vehicular damage.

Scope of Work: Provide four bollards to surround each of the 15 fire hydrants.



cc. Repair Pavement

Facility Number: 292080, 292083, 292084

Priority: Long Term

Summary of Deficiency: The parking area and roadway pavement were in poor condition throughout the facility with vegetation and cracking.

Justification: Parking area and roadway pavement should be repaired before the minor deficiencies lead to more severe issues.

Scope of Work: Remove all vegetation and resurface pavement in areas deemed desirable to the out-lease program.



dd. Repair Fence Boundary**Facility Number:** 292088**Priority:** Immediate**Summary of Deficiency:**

- 1) Heavy vegetation was observed growing into the fence throughout the facility.
- 2) A broken barbed wire support arm and top rail were observed.
- 3) The fence near Facilities 48, 49, and 50 is adjacent to a public roadway and does not have reinforcing cable.

Justification: Security fencing should be clear of obstructions and vegetation and maintained in good condition. Perimeter fencing near storage tanks adjacent to public roadways should utilize reinforcing cables to prohibit vehicles from damaging the facility.

Scope of Work: Remove vegetation, repair fencing, and install reinforcing cables near Facilities 48, 49, and 50 for additional security.



ee. Repair Pipe Coating

Facility Number: 292000, 292002

Priority: Long Term

Summary of Deficiency: The coating system that protects the carbon steel piping throughout the facility has several areas of localized failure and light surface corrosion. Coating failures may be found in the Pumphouse 113 Manifold and Aboveground Storage Tank Area while minor failure may be found in Tank Truck Loading Facility piping.

Justification: UFC 3-460-01 Section 9-10 requires all exterior surfaces of carbon steel piping to be coated to prevent corrosion.

Scope of Work: Provide spot repairs of the coating system, including light tool-brush cleaning and preparation of the existing pipe and application of a new repair coat.



2. Long Beach Marine Terminal

a. Replace Back-Up Generator

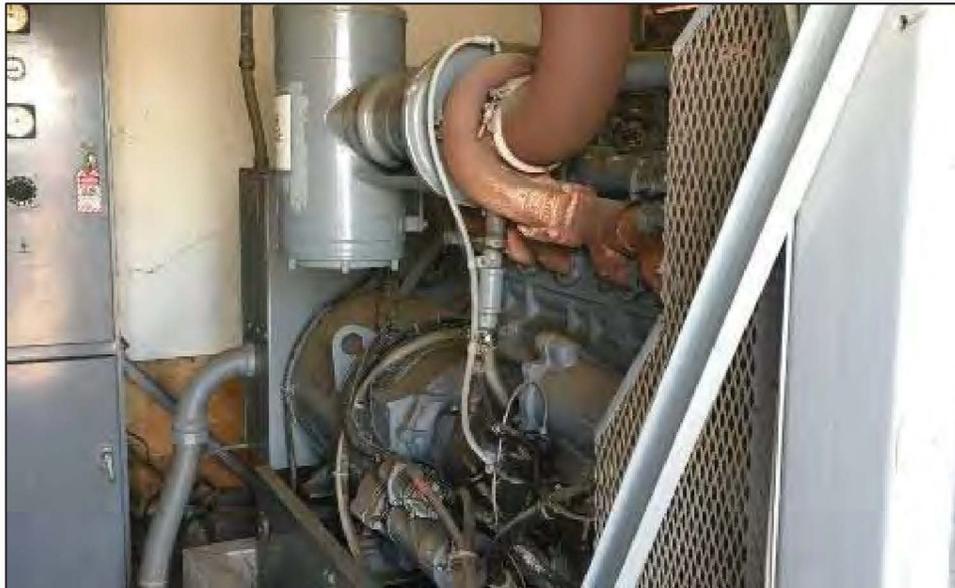
Facility Number: 832

Priority: Long Term

Summary of Deficiency: The current generator does not have sufficient capacity to supply power to the pumps, emergency panels, and 20% additional capacity. The manufacturer is no longer in business, making spare parts difficult to find.

Justification: UFC 3-460-01 requires the back-up generator meet the above requirements.

Scope of Work: Replace the generator and ATS. Coordinate with future projects and power requirements of the site to determine sizing. New generator will likely need to be located outdoors in a rated enclosure due to space constraints inside the room. Replace the automatic control panel.



b. Replace Fire Alarm Panel**Facility Number:** 832**Priority:** Immediate**Summary of Deficiency:** The existing fire alarm control panel does not work and has no means to communicate with any external fire department.**Justification:** The fire alarm control panel is inoperable and not connected to external fire departments.**Scope of Work:** Replace the fire alarm control panel and provide means of communication with NWS Seal Beach fire department.

c. Repair Multipurpose Building**Facility Number:** 832**Priority:** Long Term**Summary of Deficiency:**

- 1) The existing lighting is fluorescent with many ballast and lamps not working across the building.
- 2) The existing dry-type distribution transformer has reached the end of its useful life and needs to be replaced.
- 1) There are two unused fire alarm panels located outside the fire pump control room that are currently abandoned in place.
- 2) When changing room facilities are provided, a separate changing room shall be provided for each gender.
- 3) The sink, toilet, and showers in the men's room are not accessible. Provide two GFCI outlets in the locker room.
- 4) The changing room does not have an accessible entrance from the parking area.
- 5) The exterior metal wall and roof panels are in poor condition with damage in multiple areas.
- 6) The electrical distribution equipment has reached the end of its useful life. This includes the motor control center, power distribution panels, and dry-type distribution transformers.

Justification:

- 1) The existing lighting is largely inoperable and requires repair.
- 2) The dry-type distribution transformer has reached the end of its useful life.
- 3) Abandoned panels should be removed.
- 4) Changing room facilities shall meet UFC 1-200-01 and ABA 2015.
- 5) While there is no requirement to provide an ADA compliant accessible entrance in existing buildings, it is a requirement for major renovations and new construction per UFC 1-200-01 and ABA 2015.
- 6) The damaged wall and roof panels provide insufficient moisture and weather barrier from the environment.
- 7) The electrical distribution equipment has reached the end of its useful life.

Scope of Work:

- 1) Replace building lighting with similar style LED fixtures.
- 3) Replace existing 30kVA dry-type transformer with an equal sized new transformer.
- 4) Demolish unused fire alarm panels located outside the fire pump control room.
- 5) Provide a women's changing room with accessible shower, toilet, and sink while replacing the men's changing room facilities to meet ABA 2015. Provide two GFCI outlets.
- 6) Add a concrete ramp and handrails that meet ABA 2015.
- 7) Repair and replace the metal wall and roof panels as necessary.
- 8) Replace motor control center, power distribution panelboards, and dry-type distribution transformer.



d. Repair Buildings

Facility Number: 847, 848, 849

Priority: Short Term

Summary of Deficiency: The exterior metal wall and roof panels of the Dock Watch and Boat House buildings are in poor condition with damage in multiple areas, rusting, and small holes. The interior finishes are in poor condition.

Justification: The damaged wall and roof panels provide insufficient moisture and weather barrier from the environment. This will lead to early deterioration of the structure and reduce the service life of the buildings.

Scope of Work: The existing metal wall and roof panels of the Pier 12 buildings should be repaired and/or replaced. Repair and replace the interior finishes as necessary.



e. Repair Office/Lab & Control Building**Facility Number:** 833**Priority:** Long Term**Summary of Deficiency:**

- 1) The electrical distribution equipment, including the motor control center, power distribution panels, and dry-type distribution transformers, has reached the end of its useful life.
- 2) The existing control system is a proprietary control system and only partially in place. A new control system needs to be installed.
- 3) The existing lighting is fluorescent with many ballast and lamps not working across the building.
- 4) The HVAC disconnect switch located outside is badly corroded.
- 5) The fuels lab space does not meet several UFC requirements.
- 6) A separate toilet room shall be provided for each gender.
- 7) The exterior metal wall and roof panels are in poor condition with damage in multiple areas.
- 8) There are currently panels labeled as "emergency" but there is no backup power system in place.

Justification:

- 1) The electrical distribution equipment has reached the end of its useful life.
- 2) The controls system was partially removed due to the temporary closure status of the facility.
- 3) The existing lighting is largely inoperable and requires repair.
- 4) The disconnect switch has reached the end of its useful life.
- 5) UFC 3-460-01 requires above counter grounding bars, door frames to be grounded, dedicated HVAC for the fuels lab, a floor drain and floor containment, emergency eye wash, a lighted exit sign above the door, and a recessed floor.
- 6) When toilet rooms are provided, a separate toilet room shall be provided for each gender for major renovations or new construction under ABA 2015.
- 7) The damaged wall and roof panels provide insufficient moisture and weather barrier from the environment.
- 8) The system is unusable in the event of a power outage.

Scope of Work:

- 1) Replace the electrical distribution equipment system and wire to existing controls/instrumentation as needed.
- 2) Provide a new control system to replace the existing system. Wire to existing controls/instrumentation as needed and coordinate with future projects to provide an adequate system for the facility.
- 3) Replace building lighting with similar style LED fixtures.
- 4) Replace the HVAC disconnect switch.
- 5) Provide above counter grounding bars, bond the door frame to the grounding system, a dedicated HVAC, a floor drain and floor containment, emergency eye wash, a lighted exit sign above the door and recessed floor.
- 6) Provide a second accessible toilet room that meets ABA 2015.
- 7) Repair and replace the metal wall and roof panels as necessary.
- 8) Provide a backup generator and interlocked transfer switch in the MCC. Coordinate with future projects and power requirements to determine sizing. The new generator will need to be located outdoors in a rated enclosure.



f. Reactivate Pumphouse**Facility Number:** 834**Priority:** Immediate**Summary of Deficiency:**

- 1) Reactivate Pumphouse
 - a. Due to the temporary closure status the pumps have been disconnected from supply/discharge piping with the controls and instrumentation partially removed. The pumphouse does not contain any curbing to stop fuel leaks.
- 2) Deficiencies
 - a. The pumphouse does not contain any curbing to stop fuel leaks.
 - b. The exterior lighting is incandescent with many lamps not working.
 - c. The exterior metal wall and roof panels are in poor condition with damage in multiple areas.
 - d. There is no emergency shower/eyewash station located inside the pumphouse (not required by OSHA but may be a requirement of user).
 - e. Existing grounding connections need repair at the electrical rack and ladders.

Justification:

- 1) The pumps are currently out of service and inoperable.
- 2) Containment is required to contain potential leaks.
- 3) The lighting is at the end of its useful life.
- 4) The damaged wall and roof panels provide insufficient moisture and weather barrier from the environment.
- 5) UFC 3-460-01 requires emergency shower/eyewash stations to be installed in a pumphouse, however it does not appear that OSHA requires an eyewash for this particular fuel product. If provided, emergency shower/eyewash stations must meet ANSI Z358.1 and have audible/visual alarms as well as electronic feedback to the control room.
- 6) UFC 3-460-01 requires bonding of all non-current carrying metallic objects. Personnel grounding connection of ladders/handrails to a ground rod allows personnel to ensure they can dissipate any static buildup on their persons before entering or while within the hazardous area.

Scope of Work:

- 1) Reconnect piping, instrumentation, and controls at the pumps. Perform any manufacturer recommended maintenance and repair on pumps, strainers, and valves.
- 2) Install curbing around perimeter of pumps to contain leaks in case of spills.
- 3) Perform motor testing in accordance with IEEE Standard 43-1974 and pump testing in accordance with Hydraulic Institute Standards for Pump Testing.
- 4) Replace lighting with similar style explosionproof LED fixtures.
- 5) Repair and replace the metal wall and roof panels as necessary.
- 6) Install an emergency shower/eyewash station in accordance with UFC and ANSI criteria as required.
- 7) Repair grounding connections at the electrical rack and ladders. Provide additional ground rods and connections at stairs which have no existing grounding. Bond stairs and handrails to form one continuously bonded system.



g. Repair Piping

Facility Number: 834 (Admin Area), 851 (Pier 12)

Priority: Long Term

Summary of Deficiency: The facility piping has been inactive for several years and lacks proper labeling. Throughout the facility U-bolt and pipe shoe supports are used with direct pipe contact and without PTFE plates. There are numerous locations where piping transitions from aboveground to underground and lacks proper isolation.

Justification: UFC 3-460-01 requires supports to contain PTFE plates between the pipe and support to protect the pipe coating, proper labeling of pipe contents, and double block and bleed isolation valves when piping transitions from aboveground to underground to conduct periodic hydrostatic tests.

Scope of Work: Repair pipe supports, provide proper product labeling, and provide DB&B valves where piping transitions from aboveground to underground.



h. Repair Piping

Facility Number: 836

Priority: Long Term

Summary of Deficiency: The piping north of Facility 836 (locally identified as Tank #2002) contains U-bolt supports that are used with direct pipe contact and without PTFE plates. The piping transitions from aboveground to underground and lacks proper isolation.

Justification: UFC 3-460-01 requires supports to contain PTFE plates between the pipe and support to protect the pipe coating and double block and bleed isolation valves when piping transitions from aboveground to underground to conduct periodic hydrostatic tests.

Scope of Work: Replace pipe supports and provide DB&B valves where piping transitions from aboveground to underground.



i. Tank Clearances Not Met

Facility Number: 836, 837, 838, 842, 843, 844, 845, 846, 870

Priority: No Action

Summary of Deficiency:

- 1) Facilities 836, 837, 838, 841, 842, 844, and 846 (locally known as Tanks #2002, 2003, 2001, 502, 503, 252, 254, and 200) are located too closely to the property line.
- 2) Facilities 836, 837, and 842 (locally known as Tanks #2002, 2003, and 503) are located too closely together within the same containment.
- 3) Facilities 843 and 845 (locally known as Tanks #251 and 253) are located too closely the Pumphouse, Facility 834.
- 4) Facilities 837, 844, and 846 are located too closely to the adjacent railway spur.

Justification: UFC 3-460-01 requires the following minimum clearances: a distance of 100 ft between the aboveground storage tanks and the property line, roads, and/or nearby buildings; a distance of 50 ft from railroad spurs; and a minimum tank spacing not less than one diameter of the larger tank. The existing tanks are not in compliance with these military criteria. For tanks of this size and type, NFPA 30 requires 80-100 ft from the tanks to the property line, 15-20 ft between the tanks within the same containment, and 25 ft from the tanks to important buildings. The NFPA distance required to the property line is not met while the other NFPA clearances are met.

Scope of Work: Determine if the tanks are grandfathered in or if any waivers or exclusions exist. No repairs or relocation are recommended at this time.

j. Replace Tank ATG Systems and Grounding

Facility Number: 838, 840, 841, 843, 844, 845, 846, 870

Priority: Long Term

Summary of Deficiency: The existing ATG systems for these facilities are out of date and in disrepair. The entryways to the tank containment areas do not have grounding for personnel.

Justification: The ATG systems are at the end of their useful life. UFC 3-460-01 requires bonding of all non-current carrying metallic objects. Personnel grounding connection of ladders/handrails to a ground rod allows personnel to ensure they can dissipate any static buildup on their person before entering or while within the hazardous area.

Scope of Work: Provide new ATG systems for all fuel tanks. Provide grounding/bonding at the containment entry ladders and stairs.



k. Replace Panelboards**Facility Number:** 847, 849**Priority:** Long Term**Summary of Deficiency:** The existing panelboards are NEMA 1 rated and badly corroded.**Justification:** The panelboards have reached the end of their useful life.**Scope of Work:** Replace the existing panelboards with NEMA 4X rated stainless steel enclosures for corrosion resistance.

I. Replace Emergency Shower/Eyewash Stations**Facility Number:** 851**Priority:** Long Term**Summary of Deficiency:** The existing emergency shower/eyewash stations do not utilize tepid water, are not freeze protected, and do not have any audible/visual or electronic alarm notifications.**Justification:** UFC 3-460-01 requires emergency shower/eyewash stations to meet ANSI Z358.1 and have audible/visual alarms as well as electronic feedback to the control room.**Scope of Work:** Replace the emergency shower/eyewash stations at each loading station.

m. Provide Canopy Over Equipment Pit on Pier 12**Facility Number:** 851**Priority:** Long Term**Summary of Deficiency:** There is a substantial amount of valving, instrumentation, and equipment located on Pier 12 that is exposed to the elements.**Justification:** UFC 3-460-01, Section 3-8, requires a canopy to protect fixed facility assets and operators from weather.**Scope of Work:** Provide a canopy over the Pier 12 equipment pit located south of the Boat House (Facility 847).

n. Repair and Reconfigure Pier 12**Facility Number:** 851**Priority:** Long Term**Summary of Deficiency:**

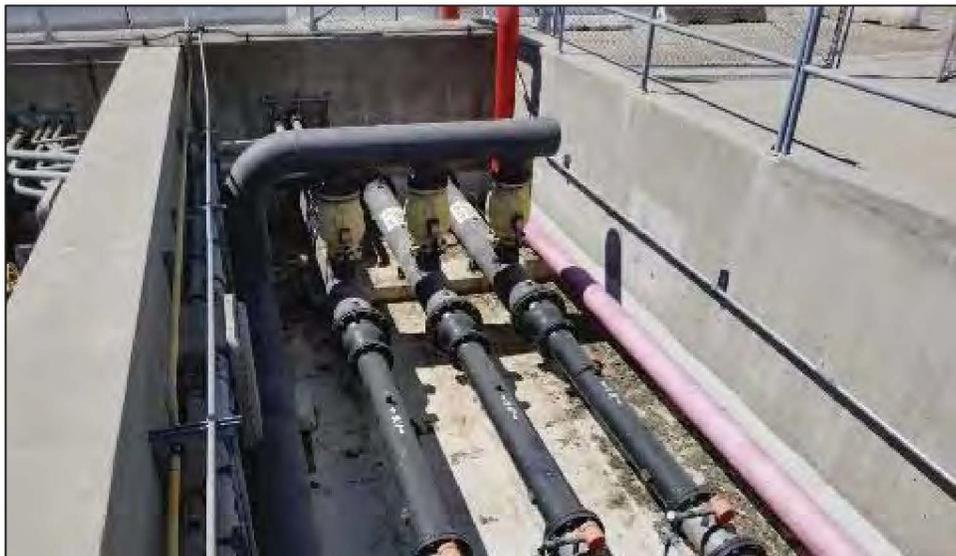
- 1) The existing off-loading/loading arms are used for multi-fuel operation.
- 2) The existing surge system is not functioning and no longer needed.
- 3) The entryways to the equipment valve pit and loading station pits do not have grounding for personnel.
- 4) The motors for the various small pumps, mooring units, and boom reels are all badly corroded.

Justification:

- 1) Segregation of the loading arm operation will prevent degradation of fuels.
- 2) The surge system is no longer needed.
- 3) UFC 3-460-01 requires bonding of all non-current carrying metallic objects. Personnel grounding connection of ladders/handrails to a ground rod allows personnel to ensure they can dissipate any static buildup on their person before entering or while within the hazardous area.
- 4) The motors have reached the end of their useful life.

Scope of Work:

- 1) Reconfigure each loading arm to be single product use.
- 2) Remove the obsolete surge system.
- 3) Provide grounding/bonding at the equipment valve pit and loading station pit entry ladders.
- 4) Replace all existing motors with equivalently sized motors rated for severe duty and explosion-proof where applicable.



o. **Provide Traffic Bollards on Pier 12**

Facility Number: 851

Priority: Long Term

Summary of Deficiency: There are no traffic bollards around the Pier 12 equipment pits to protect the fuel piping.

Justification: Per UFC 3-460-01, Section 5-14, to protect fueling piping and equipment on piers.

Scope of Work: Provide traffic bollards around equipment pits.



p. **Provide Grounding**

Facility Number: 870

Priority: Long Term

Summary of Deficiency: The FSII Tank does not have grounding on the tank, at the entryways of the containment area, or at the tank ladder and platform.

Justification: UFC 3-460-01 requires bonding of all non-current carrying metallic objects. Personnel grounding connection of ladders/handrails to a ground rod allows personnel to ensure they can dissipate any static buildup on their person before entering or while within the hazardous area.

Scope of Work: Provide grounding/bonding at the tank in two places at the containment entry ladder and at the tank access ladder and platform.



q. Reactivate Tanks**Facility Number:** 836, 837, 838**Priority:** Immediate**Summary of Deficiency:**

- 1) Reactivate Tanks
 - a. Due to temporary closure status the tanks have been disconnected from supply/receipt piping with the controls and instrumentation disconnected.
- 2) Deficiencies
 - a. Supply and receipt piping do not contain ball joints between the piping.
 - b. Tanks do not contain DB&B valves at supply & receipt lines or water draw-off systems.
 - c. Vegetation exists at multiple control joints, cracks in containment dike, and at product receipt/suction concrete-to-air interfaces.
 - d. There are no EFSO Stations at the egress points from the tank containment areas.

Justification:

- 1) Tanks are currently out of service and inoperable.
- 2) UFC 3-460-01 requires ball joints between piping and aboveground storage tanks for flexibility.
- 3) UFC 3-460-01 requires DB&B skin valves and water draw-off systems at tanks.
- 4) UFC 3-460-03 requires that vegetation be removed from the containment area.
- 5) UFC 3-460-01 requires emergency shut-off devices at the egress points of tank containment areas.

Scope of Work:

- 1) Reconnect piping, instrumentation, and controls at tanks.
- 2) Provide ball joints in supply and receipt piping.
- 3) Provide supply and receipt DB&B skin valves. Provide low suction/water draw-off piping with two DB&B valves and water draw-off system at tanks.
- 4) Remove vegetation and fill concrete with fuel-resistant, UV-resistant sealant as required.
- 5) Provide an emergency shut-off device near each egress point. Provide an EFSO system which closes the tank outlet MOVs upon activation of an EFSO push button. Emergency shut-off devices shall be large, red mushroomed push buttons, wired in series, and connected to the EFSO system. Provide signage consisting of engraved white plastic with a red core and lettering 2 inches high reading "EMERGENCY FUELS SHUT-OFF". Provide bollards where EFSO push button is subject to damage from vehicles.



F. Attachment (1) Deficiency List By Urgency of Repair

DFSP San Pedro Deficiency List - Rationale

Deficiencies Have Been Developed from the Following sources:

Existing Deficiencies have been identified from the previous Project Planning Study, the Integrity Management Plan, Tank Inspection Reports, and a Pier Study. New deficiencies were develop based on the findings of the site visit.

Priority definitions:

Immediate: Deficiency should be addressed immediately, upon regulatory approval is granted for the renewal of fueling operations.

Urgent: Deficiency should be addressed within 6 months

Short Term: Deficiency should be addressed within 2 years

Long Term: Deficiency should be addressed within 2 - 5 years

No Action Required: The deficiency is informational in nature, and does not require a repair.

Wetted / Non-Wetted Facilities

Wetted Facilities are those with direct contact to the piping or equipment, such as a pumphouse or a storage tank.

Non-Wetted Facilities are those such as an administration building or security fence, which are used in a supporting role of the fueling system and are not in direct contact with fuel piping or equipment.

Attachment (1) -- DEFICIENCY LIST BY URGENCY OF REPAIR

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #1	832 (Pumphouse, Pier 12 Area)	Replace Fuel Pier Generator	Back-Up Generator	Yes - Government plans to perform manufacturer recommended maintenance on generator and automatic transfer switch to ensure operational status.	Immediate (status changed on 07 Oct 19)
Existing	2014 EEI PPS #2	851 (Fueling Pier, Pier 12 Area)	Replace and Reconfigure Pier Piping	Pier 12 Piping	No	Not Valid
Existing	2014 EEI PPS #3	839 (Contaminated Oil Tank #201, Pier 12 Area)	Repair Secondary Containment Collection System, Tank 201, and Truck Offload Station	Tank #201 Area	No	Not Valid
Existing	2014 EEI PPS #4	292001 (Pipelines, Bulk Fuels Area)	Remove Dresser Couplings on the N, S, C and A-B Header associated with Series 20 Tanks	Series 20 Tanks	No	Not Valid
Existing	2014 EEI PPS #5	292001 (Pipelines, Bulk Fuels Area)	Repair 23 Valve Vaults - lacking covers	Valve Vaults	No	Not Valid
Existing	2014 EEI PPS #6	292001 (Pipelines, Bulk Fuels Area)	Repair Piping - Kinder Morgan Pipeline	KM Pipeline	No	Not Valid
Existing	2014 EEI PPS #7	292001 (Pipelines, Bulk Fuels Area)	Provide Isolation Valves - Main Terminal	Series 20 & 40 Tanks	No	Not Valid
Existing	2014 EEI PPS #8	292001 (Pipelines, Bulk Fuels Area)	Integrity Investigation to Expose and Repair Pipelines	Pumphouse 113, Series 20 & 40 Tanks, KM Pipeline	No	Not Valid
Existing	2014 EEI PPS #9	250 (Fire Pumphouse, Bulk Fuels Area)	Repair Fire Pump Room	Fire Pump	No	Not Valid

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #10	113 (Transfer Pumphouse, Bulk Fuels Area)	Repair Pumphouse (Fire and Safety)	Pumphouse 113	No	Not Valid
Existing	2014 EEI PPS #11	115 (Tank Truck Loading Rack, Bulk Fuels Area)	Repair Truck Loading Rack	Tank Truck Loading Facility	No	Not Valid
Existing	2014 EEI PPS #12	115 (Tank Truck Loading Rack, Bulk Fuels Area)	Repair Filter/Separator Pressure Relief	Filter/Separators	No	Not Valid
Existing	2014 EEI PPS #13	56A, 68 (Additive Injection System, Bulk Fuels Area)	Repair FSII Tank Containment Dike	Tanks 56A & 68 Containment	No	Not Valid
Existing	2014 EEI PPS #14	56A, 68 (Additive Injection System, Bulk Fuels Area)	Provide FSII Tank Venting and Intermodal Loading Capability	Tanks 56A & 68	No	Not Valid
Existing	2014 EEI PPS #15	51 (Slop Loading Rack, Bulk Fuels Area)	Repair Slop Truck Loading Rack	Tank 51	No	Not Valid
Existing	2014 EEI PPS #16	292001 (Pipelines, Bulk Fuels Area)	Repair Thermal Relief System	Fuel Pipelines	No	Not Valid
Existing	2014 EEI PPS #17	113, 834 (Fuel Transfer Pumphouses. 113 Bulk Fuels Area; 834 Pier 12 Area)	Pump and Motor Testing	Pumphouse 113 & 834 Pumps	No	Not Valid
Existing	2014 EEI PPS #18	292001 (Pipelines, Bulk Fuels Area)	Underwater Inspection of Channel Crossing	Fuel Pipelines	No	Not Valid
Existing	2014 EEI PPS #19	108 (Old Storage Building, Bulk Fuels Area)	Feasibility Study to Convert Building from Storage to Office Space	Facility 108	No	Not Valid

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #20		Upgrade Fire Protection System Study	Fire Water System	No	Not Valid
Existing	2014 EEI PPS #21	843 (JP5 Settling Tank, Pier 12 Area)	Demolish Tank 251	Tank #251	No	Short Term
Existing	2014 EEI PPS #22	844 (JP5 Settling Tank, Pier 12 Area)	Demolish Tank 252	Tank #252	No	Short Term
Existing	2014 EEI PPS #23	845 (DFM Settling Tank, Pier 12 Area)	Demolish Tank 253	Tank #253	No	Short Term
Existing	2014 EEI PPS #24	846 (JP5 Settling Tank, Pier 12 Area)	Demolish Tank 254	Tank #254	No	Short Term
Existing	2014 EEI PPS #25	840, 841 (JP-5 Heating Tanks, Pier 12 Area)	Demolish Tanks 501 and 502	Tank #501 & 502	No	Short Term
Existing	2014 EEI PPS #26	842 (Waste Water Surge Tank, Pier 12 Area)	Demolish Tank 503	Tank #503	No	Short Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #27	858 (Reclaimed fuel pump station, Pier 12 Area)	Demolish Reclamation & Issue Pump Station	Facility 858	Yes - Government to demolish facility and restore site to original condition	Short Term
Existing	2014 EEI PPS #28	834 (Transfer Pumphouse, Pier 12 Area)	Demolish Pump CB-04 and Associated Piping	Pump CB-04	No	Short Term
Existing	2014 EEI PPS #29	59, 60, 117 (Drum Fill Plant, Waste Oil Tanks, Bulk Fuels Area)	Demolish Tank 59 and 60, Truck Loading Rack, and Drum Loading Area at the Main Terminal	Tanks 59 & 60, Facility 117	Yes - Government to demolish	Immediate
Existing	2014 EEI PPS #30	53 (Waste Oil Tanks, Bulk Fuels Area)	Demolish Tank 53	Tank 53	Yes - Government to demolish	Immediate
Existing	2014 EEI PPS #31	54 (Waste Oil Tanks, Bulk Fuels Area)	Demolish Tank 54	Tank 54	Yes - Government to demolish	Immediate
Existing	2014 EEI PPS #32	832 (Multi-purpose Building, Pier 12 Area)	Provide 2 GFCI outlets in locker room and siding repairs.	Building 832	No	Not Valid
Existing	2014 EEI PPS #33	834 (Transfer Pumphouse, Pier 12 Area)	Remove cone strainers and provide siding repairs.	Pumphouse 834	No	Not Valid
Existing	2014 EEI PPS #34	292001 (Pipelines, Bulk Fuels Area)	Remove a ½-inch bronze gate valve on a pressure indicator in the south control pit and replace with a carbon steel ball valve.	DFM Area	No	Not Valid
Existing	2014 EEI PPS #35	292001 (Pipelines, Bulk Fuels Area)	Re-pipe the BCR on select DB&B valves to relieve away from the tank.	20 Series Tank Farm	No	Not Valid
Existing	2014 EEI PPS #36	292001 (Pipelines, Bulk Fuels Area)	Remove 1-inch bronze ball valve on the HPV in VP 104 and replace with a carbon steel ball valve.	20 Series Tank Farm	No	Not Valid

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #37	292001 (Pipelines, Bulk Fuels Area)	Provide plug for the 2" plug valve in VP 104 that is currently open to atmosphere	20 Series Tank Farm	No	Not Valid
Existing	2014 EEI PPS #38	292001 (Pipelines, Bulk Fuels Area)	The BCR on the DB&B valves contain a valve that is not plugged and open to atmosphere. Valve size is ½-inch or ¾-inch depending on location.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #39	292001 (Pipelines, Bulk Fuels Area)	Adjust the catwalk that spans the width of the manifold and rests on the 11 headers. Modify the catwalk so it is no longer in contact with the lines or provide low friction interfaces.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #40	292001 (Pipelines, Bulk Fuels Area)	Provide low friction interfaces for the 14-inch lines that are not in contact "floating" with the pipe supports.	Valve Vault 1 (40 Series USTs)	No	Not Valid
Existing	2014 EEI PPS #41	292001 (Pipelines, Bulk Fuels Area)	Adjust the grate currently in contact with the 6-inch water draw line.	Valve Vault 1 (40 Series USTs)	No	Not Valid
Existing	2014 EEI PPS #42	292001 (Pipelines, Bulk Fuels Area)	Adjust the grate currently in contact with the 6-inch water draw line.	Valve Vault 2 (40 Series USTs)	No	Not Valid
Existing	2014 EEI PPS #43	50 (AST, Bulk Fuels Area)	Remove two bronze 1-1/2" gate valves associated with Tank 50 and replace with carbon steel ball valves.	Tank 50	No	Immediate
Existing	2014 EEI PPS #44	52 (Waste Tank, Bulk Fuels Area)	Remove 3-inch bronze check valve in the vertical position and provide a pipe spool.	Tank 52	No	Not Valid
Existing	2014 EEI PPS #45	52 (Waste Tank, Bulk Fuels Area)	Remove 3-inch bronze check valves and provide carbon steel check valves.	Tank 52	No	Not Valid
Existing	2014 EEI PPS #46	52 (Waste Tank, Bulk Fuels Area)	Remove a 1-inch bronze ball valve on a HPV and provide a carbon steel ball valve.	Tank 52	No	Not Valid
Existing	2014 EEI PPS #47	834 (Transfer Pumphouse, Pier 12 Area)	Clean and recoat 2-inch tees associated with the drainage system.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #48	834 (Transfer Pumphouse, Pier 12 Area)	Clean and recoat the HCNA tie-in 2-inch ball valve.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #49	834 (Transfer Pumphouse, Pier 12 Area)	Clean and recoat 1 SF of 18-inch piping where the JP-5 line ties into the main header.	Pumphouse 113 Manifold	No	Not Valid

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #50	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat 2-inch ball valve for HPV in the north control pit.	DFM Area	No	Not Valid
Existing	2014 EEI PPS #51	292001 (Pipelines, Bulk Fuels Area)	Remove the panel bolted to the KM and G-line near Pump 8. Clean and recoat.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #52	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat 10 LF of 10-inch piping on the KM line.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #53	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat 10 LF of 8-inch piping on the G line.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #54	292001 (Pipelines, Bulk Fuels Area)	Remove pipe wrap on select flanges in the rise that have failed and are exhibiting coating failure and corrosion. Clean flanges. Do not rewrap.	Pumphouse 113 Manifold	No	Not Valid
Existing	2014 EEI PPS #55	292001 (Pipelines, Bulk Fuels Area)	Remove tape wrap on the 14-inch JP-5 line at the concrete/air interface on the meter proving pad. Clean and re-coat with surface tolerant flood coat protection.	Pumphouse 113 Area	No	Not Valid
Existing	2014 EEI PPS #56	292001 (Pipelines, Bulk Fuels Area)	Remove failing pipe wrap on the 18-inch JP-5 line. Remove approximately four feet of pipe wrap, clean pipe, and recoat with water tolerant epoxy. It is estimated that the wrap extends two feet into the soil.	Harbor Regan Valve Stations	No	Short Term
Existing	2014 EEI PPS #57	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat approximately 5 lf of 10-inch piping.	Golden Eagle Valve Vault (KM Pipeline)	No	Not Valid
Existing	2014 EEI PPS #58	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat 10-inch nuts and bolts.	Exxon Mobile Vault (KM Pipeline)	No	Long-Term/Not Valid
Existing	2014 EEI PPS #59	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat 10 lf of 10-inch piping.	Arco Valve Vault (KM Pipeline)	No	Long-Term/Not Valid
Existing	2014 EEI PPS #60	292001 (Pipelines, Bulk Fuels Area)	Clean and recoat approximately 2 SF of 10-inch piping.	KM Terminal	No	Long-Term/Not Valid
Existing	2014 EEI PPS #61	292001 (Pipelines, Bulk Fuels Area)	Re-seal 19 inch concrete/air interfaces.	Pier 12 Pig Launchers	No	Long-Term/Not Valid

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2014 EEI PPS #62	48, 49, 50 (ASTs, Bulk Fuels Area)	Clean and recoat 15 LF of small bore piping associated with Tanks 48, 49, and 50 where water has degraded the coating system in the pits.	Aboveground Storage Tanks	No	Not Valid
Existing	2014 EEI PPS #63	48 (AST, Bulk Fuels Area)	Clean and recoat 8-inch flange in the pit adjacent to Tank 48.	Aboveground Storage Tanks	No	Not Valid
Existing	2014 EEI PPS #64	50 (AST, Bulk Fuels Area)	Remove pipe wrap associated with small bore TSV piping at Tank 50. Clean and recoat 2 feet of piping.	Aboveground Storage Tanks	No	Not Valid
Existing	2018 Tank 48 Report R1	48 (AST, Bulk Fuels Area)	Sandblast/Recoat External Floating Roof	Tank Roof	No	Long Term
Existing	2018 Tank 48 Report R2	48 (AST, Bulk Fuels Area)	Replace double wiper Seals to entire perimeter of tank	Tank Seals	No	Long Term
Existing	2018 Tank 48 Report R3	48 (AST, Bulk Fuels Area)	Sandblast/recoat entire tank external shell/various	Tank Shell	No	Long Term
Existing	2018 Tank 48 Report R4	48 (AST, Bulk Fuels Area)	Coat tank bottom	Tank Bottom	No	Long Term
Existing	2018 Tank 48 Report R5	48 (AST, Bulk Fuels Area)	Reconnect ATG system and repair/replace equipment	Tank ATG	Yes - repair to be completed by Government	Not Valid
Existing	2018 Tank 48 Report R6	48 (AST, Bulk Fuels Area)	Provide TRV's and crossover piping for product receipt/suction	Tank TRVs	No	Not Valid
Existing	2018 Tank 48 Report R7	48 (AST, Bulk Fuels Area)	Install Waste Water Recovery system	Tank Wastewater Recovery	Yes - Government to repair replacement product recovery tanks and motors-in-kind	Not Valid
Existing	2018 Tank 48 Report R8	48 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal control joints	Tank Containment	Yes	Immediate

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2018 Tank 48 Report R9	48 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal dike receipt and suction	Tank Containment	Yes	Immediate
Existing	2018 Tank 48 Report R10	48 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal chime to ring wall interface	Tank Containment	Yes	Immediate
Existing	2018 Tank 48 Report R11	48 (AST, Bulk Fuels Area)	Provide DB&B valves for product receipt & suction	Tank Valves	No	Not Valid
Existing	2018 Tank 48 Report R12	48 (AST, Bulk Fuels Area)	Provide DB&B valve for low suction/water draw-off	Tank Valves	No	Short Term
Existing	2018 Tank 48 Report R13	48 (AST, Bulk Fuels Area)	Update product signage	Piping Labels	Yes	Immediate
Existing	2018 Tank 48 Report R14	48 (AST, Bulk Fuels Area)	Provide protection for grounding cables	Tank Electrical	Yes	Immediate
Existing	2018 Tank 48 Report R15	48 (AST, Bulk Fuels Area)	Remove vegetation/Repair HDPE liner	Tank Containment	Yes	Immediate
Existing	2018 Tank 48 Report R16	48 (AST, Bulk Fuels Area)	Install overfill protection (HLCV/Shut-off pilot chamber)	Tank Piping	No	Not Valid
Existing	2018 Tank 48 Report R17	48 (AST, Bulk Fuels Area)	Remove EFR/Install Fixed roof and IFR.	Tank Roof	No	Long Term
Existing	2018 Tank 48 Report R18	48 (AST, Bulk Fuels Area)	Replace flex joints drain piping or install a Coflexip hose.	Tank Piping	No	Immediate
Existing	2018 Tank 48 Report R19	48 (AST, Bulk Fuels Area)	Install isolation pads at two (2) pipe supports	Tank Valve Vault	No	Long-Term
Existing	2018 Tank 48 Report R20	48 (AST, Bulk Fuels Area)	Replace Pipe Spools / Demolish vault - VP8	Tank Valve Vault	No	Not Valid
Existing	2018 Tank 49 Report R1	49 (AST, Bulk Fuels Area)	Sandblast/Recoat External Floating Roof	Tank Roof	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2018 Tank 49 Report R2	49 (AST, Bulk Fuels Area)	Replace double wiper seals to entire perimeter of tank	Tank Seals	No	Long-Term
Existing	2018 Tank 49 Report R3	49 (AST, Bulk Fuels Area)	Sandblast/recoat entire tank external shell/various	Tank Shell	No	Long-Term
Existing	2018 Tank 49 Report R4	49 (AST, Bulk Fuels Area)	Coat tank bottom	Tank Bottom	No	Long Term
Existing	2018 Tank 49 Report R5	49 (AST, Bulk Fuels Area)	Reconnect ATG system and repair/replace equipment	Tank ATG	Yes	Not Valid
Existing	2018 Tank 49 Report R6	49 (AST, Bulk Fuels Area)	Provide TRV's and crossover piping for product receipt/suction	Tank TRVs	No	Not Valid
Existing	2018 Tank 49 Report R7	49 (AST, Bulk Fuels Area)	Install Waste Water Recovery system	Tank Wastewater Recovery	Yes - Government to repair replacement product recovery tanks and motors-in-kind	Not Valid
Existing	2018 Tank 49 Report R8	49 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal control joints	Tank Containment	Yes	Immediate
Existing	2018 Tank 49 Report R9	49 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal dike receipt and suction	Tank Containment	Yes	Immediate
Existing	2018 Tank 49 Report R10	49 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal chime to ring wall interface	Tank Containment	Yes	Immediate
Existing	2018 Tank 49 Report R11	49 (AST, Bulk Fuels Area)	Provide DB&B valves for product receipt & suction	Tank Valves	No	Not Valid
Existing	2018 Tank 49 Report R12	49 (AST, Bulk Fuels Area)	Provide DB&B valve for water draw-off	Tank Valves	No	Not Valid
Existing	2018 Tank 49 Report R13	49 (AST, Bulk Fuels Area)	Update product signage	Piping Labels	Yes	Immediate

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2018 Tank 49 Report R14	49 (AST, Bulk Fuels Area)	Provide protection for grounding cables	Tank Electrical	Yes	Immediate
Existing	2018 Tank 49 Report R15	49 (AST, Bulk Fuels Area)	Repair EFR ladder track grounding cable	Tank Electrical	Yes	Immediate
Existing	2018 Tank 49 Report R16	49 (AST, Bulk Fuels Area)	Install overfill protection (HLCV/Shut-off pilot chamber)	Tank Piping	No	Not Valid
Existing	2018 Tank 49 Report R17	49 (AST, Bulk Fuels Area)	Repair HDPE liner	Tank Containment	Yes	Immediate
Existing	2018 Tank 49 Report R18	49 (AST, Bulk Fuels Area)	Remove EFR/Install fixed roof and IFR.	Tank Roof	No	Not Valid
Existing	2018 Tank 49 Report R19	49 (AST, Bulk Fuels Area)	Replace flex joints on drain piping or install a Coflexip hose.	Tank Piping	No	Immediate
Existing	2018 Tank 49 Report R20	49 (AST, Bulk Fuels Area)	Install isolation pads at two (2) pipe supports	Tank Valve Vault	No	Long-Term
Existing	2018 Tank 49 Report R21	49 (AST, Bulk Fuels Area)	Replace receipt and suction valves in distribution vault with DB&B valves	Tank Valve Vault	No	Not Valid
Existing	2018 Tank 49 Report R22	49 (AST, Bulk Fuels Area)	Replace pipe spools/demolish vault - VP8	Tank Valve Vault	No	Not Valid
Existing	2018 Tank 50 Report R1	50 (AST, Bulk Fuels Area)	Sandblast/Recoat EFR	Tank Roof	No	Long Term
Existing	2018 Tank 50 Report R2	50 (AST, Bulk Fuels Area)	Replace double wiper seals to entire perimeter of tank	Tank Seals	No	Long-Term
Existing	2018 Tank 50 Report R3	50 (AST, Bulk Fuels Area)	Sandblast/recoat entire tank external shell/various	Tank Shell	No	Long Term
Existing	2018 Tank 50 Report R4	50 (AST, Bulk Fuels Area)	Coat tank floor	Tank Bottom	No	Long Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2018 Tank 50 Report R5	50 (AST, Bulk Fuels Area)	Reconnect ATG system and repair/replace equipment	Tank ATG	Yes	Not Valid
Existing	2018 Tank 50 Report R6	50 (AST, Bulk Fuels Area)	Seal weld TRV crossover piping at suction and receipt lines	Tank TRVs	No	Not Valid
Existing	2018 Tank 50 Report R7	50 (AST, Bulk Fuels Area)	Install Waste Water Recovery system	Tank Wastewater Recovery	Yes - Government to repair replacement product recovery tanks and motors-in-kind	Not Valid
Existing	2018 Tank 50 Report R8	50 (AST, Bulk Fuels Area)	Reseal control joints	Tank Containment	No	Immediate
Existing	2018 Tank 50 Report R9	50 (AST, Bulk Fuels Area)	Containment/remove vegetation and seal dike suction	Tank Containment	Yes	Immediate
Existing	2018 Tank 50 Report R10	50 (AST, Bulk Fuels Area)	Provide DB&B valves for product receipt & suction	Tank Valves	No	Not Valid
Existing	2018 Tank 50 Report R11	50 (AST, Bulk Fuels Area)	Provide DB&B valve for water draw-off	Tank Valves	No	Not Valid
Existing	2018 Tank 50 Report R12	50 (AST, Bulk Fuels Area)	Update product signage	Piping Labels	Yes	Immediate
Existing	2018 Tank 50 Report R13	50 (AST, Bulk Fuels Area)	Provide protection for grounding cables	Tank Electrical	Yes - Government to repair	Immediate
Existing	2018 Tank 50 Report R14	50 (AST, Bulk Fuels Area)	Install overflow protection (HLCV/Shut-off pilot chamber)	Tank Piping	No	Not Valid
Existing	2018 Tank 50 Report R15	50 (AST, Bulk Fuels Area)	Repair HDPE liner	Tank Containment	Yes	Immediate
Existing	2018 Tank 50 Report R16	50 (AST, Bulk Fuels Area)	Remove EFR/Install fixed roof and IFR.	Tank Roof	No	Not Valid

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	2018 Tank 50 Report R17	50 (AST, Bulk Fuels Area)	Replace flex joints on drain piping or install a Coflexip hose.	Tank Piping	No	Immediate
Existing	2018 Tank 50 Report R18	50 (AST, Bulk Fuels Area)	Install isolation pads at two (2) pipe supports	Tank Valve Vault	No	Long-Term
Existing	2018 Tank 50 Report R19	50 (AST, Bulk Fuels Area)	Replace receipt and suction valves in vault with DB&B	Tank Valve Vault	No	Not Valid
Existing	2018 Tank 50 Report R20	50 (AST, Bulk Fuels Area)	Replace pipe spools/demolish vault - VP&S	Tank Valve Vault	No	Not Valid
Existing	WFI&A of Pier 12 H1010.01	851 (Fuel Pier, Pier 12 Area)	Repair 8 Pile Foundations and CP Anode Hanger	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1010.02	851 (Fuel Pier, Pier 12 Area)	Repair Pile Cap Delamination	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1020.03	851 (Fuel Pier, Pier 12 Area)	Realign Precast Concrete Covers	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1030.03	851 (Fuel Pier, Pier 12 Area)	Perform Deck Delamination Investigation	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1030.04	851 (Fuel Pier, Pier 12 Area)	Repair Pier Curb Spalling and Damaged Containment Curb	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1030.05	851 (Fuel Pier, Pier 12 Area)	Repair Spalling on Mooring Bollard Foundations	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1030.08	851 (Fuel Pier, Pier 12 Area)	Realign Displaced Trench Covers	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H1030.11	851 (Fuel Pier, Pier 12 Area)	Clear Clogged Deck Drains	Pier 12	Yes - Government to complete	Immediate
Existing	WFI&A of Pier 12 H1050.01	851 (Fuel Pier, Pier 12 Area)	Repair East Tanker Station Handrail	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H5010.04	851 (Fuel Pier, Pier 12 Area)	Repair Piping Supports and Clean/Recoat Contaminated Oil Piping	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H5010.06	851 (Fuel Pier, Pier 12 Area)	Repair Compressed Air Piping	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H5010.07	851 (Fuel Pier, Pier 12 Area)	Repair Fuel Piping, Loading Arms, and DFM Issue Stations	Pier 12	No	Long-Term
Existing	WFI&A of Pier 12 H5020.03	851 (Fuel Pier, Pier 12 Area)	Repair Broken or Damaged Light Pole Anchor Bolt Covers	Pier 12	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
Existing	WFI&A of Pier 12 H5030.01	851 (Fuel Pier, Pier 12 Area)	Clean and Recoat Foam Monitor Station	Pier 12	No	Long-Term
New	1.a	48, 49 (ASTs, Bulk Fuels Area)	Tanks Clearances Not Met	Tank Clearances	No	No Action Required
New	1.b	48, 49, 50 (ASTs, Bulk Fuels Area)	Repair Containment Area	Tank Containment	Yes	Immediate
New	1.c	48, 49, 50 (ASTs, Bulk Fuels Area)	Reactivate Tanks	Aboveground Storage Tanks	No	Immediate
New	1.d	48, 49, 50 (ASTs, Bulk Fuels Area)	Repair Tank Grounding	Tank Electrical	Yes	Immediate
New	1.e	48, 49, 50 (ASTs, Bulk Fuels Area)	Provide Tank Lighting	Tank Lighting	No	Immediate
New	1.f	115 (Additive Injection System, Bulk Fuels Area)	Reactivate FSII Injection System	FSII System	No	Immediate
New	1.g	100 (Admin Building, Bulk Fuels Area)	Provide Bollards around HVAC	Safety	No	Long-Term
New	1.h	100 (Admin Building, Bulk Fuels Area)	Repair Administration Building	Building Restoration	No	Long-Term
New	1.i	103 (Contractor Building, Bulk Fuels Area)	Repair Contractor Administration Building	Building Restoration	No	Long-Term
New	1.j	105 (Misc Building, Bulk Fuels Area)	Repair Drum Paint Locker	Building Restoration	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	1.k	106 (Bunker, Bulk Fuels Area)	Demolish Bunker	Building Restoration	No	Long-Term
New	1.l	107, 108 (Old Storage Buildings, Bulk Fuels Area)	Demolish Abandoned Storage Buildings	Building 107, 108	Yes- to be demolished by Government	Immediate
New	1.m	113 (Pumphouse, Bulk Fuels Area)	Reconfigure Pumphouse 113 Manifold	Pumphouse 113 Manifold	Yes - Government to conduct the following repairs: reconfiguration of pipe manifold to include: demolition of control valves, manual valves, thermal relief valves and pipe headers, installation of blind flanges as required.	Immediate

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	1.n	113 (Pumphouse, Bulk Fuels Area)	Reactivate Pumphouse 113	Pumphouse 113	Yes - Government to reconnect piping and install isolation valves for each pump, reconnect all instrumentation and controls to each pump, perform manufacturer recommended maintenance for all pumphouse components and motor testing, install automatic fire suppression in pumphouse, replace window separating breakroom from pumphouse, install emergency fuel shut-off device near exit door, patch and repair spalled concrete throughout facility, update signage in FY20 or FY21.	Immediate
New	1.o	113 (Pumphouse, Bulk Fuels Area)	Provide Canopy Over Pumphouse 113 Manifold	Pumphouse 113 Manifold	No	Long-Term
New	1.p	115 (Truck Loading, Bulk Fuels Area)	Reactivate Filter/Separators	Filter/Separators	Yes- Government repair work limited to performance of manufacturer recommended maintenance on filter/separators, basket strainers and control valves in FY20 or FY21.	Immediate

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	1.q	115 (Truck Loading, Bulk Fuels Area)	Repair Tank Truck Loading Facility	Tank Truck Loading Facility	Yes- Government repair work limited to installation of product recovery tank and the repair work in other Building 115 items in this report.	Long-Term
New	1.r	115 (Truck Loading, Bulk Fuels Area)	Provide Personnel Grounding	Tank Truck Loading Facility	Yes	Immediate
New	1.s	115 (Truck Loading, Bulk Fuels Area)	Replace Emergency Shower/Eyewash Station	Building Restoration	No	Immediate
New	1.t	116 (Misc Building, Bulk Fuels Area)	Repair AV Fuel Sample Building	Building Restoration	No	Long-Term
New	1.u	120 (Misc Building, Bulk Fuels Area)	Repair Main Gate Sentry House	Sentry House	No	Long-Term
New	1.v	250 (Fire Pumphouse, Bulk Fuels Area)	Repair Fire Pump Station	Fire Water System	No	Long-Term
New	1.w	250 (Fire Pumphouse, Bulk Fuels Area)	Perform Fire Water Upgrade Study	Fire Water System	No	Long-Term
New	1.x	290 (Misc Building, Bulk Fuels Area)	Repair Sewer Ejector Building	Building Restoration	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	1.y	292000, 292002 (pipelines, Bulk Fuels Area)	Reactivate Piping	Fuel Pipelines	Yes - Pipelines in scope are CSFM 0070 (JP8), CSFM 0071 (JP5) and 8" G line. Work is limited to: repair of pipe supports where slide plates are missing, update signage. Work to be completed in FY20 or FY21.	Immediate
New	1.z	292000, 292002 (pipelines, Bulk Fuels Area)	Perform Pipeline Thermal Relief Study	Fuel Pipelines	No	Long-Term
New	1.aa	292073 (Electrical System, Bulk Fuels Area)	Upgrade Site Lighting	Lighting	No	Long-Term
New	1.bb	292076, 292077	Add Bollards Around Fire Hydrants	Safety	No	Long-Term
New	1.cc	292080, 292083, 292084 (Parking Areas, Bulk Fuels Area)	Repair Pavement	Pavement	No	Long-Term
New	1.dd	292088 (fence, Bulk Fuels Area)	Repair Fence Boundary	Fence Boundary	Yes - Government repairs are limited to removal of vegetation along fenceline, repair of barbed wire outriggers and top rail south of Building 113, repair of all gaps and holes in bottom of fence throughout terminal, installation of reinforcing cables near ASTs 48, 49, 50.	Immediate
New	1.ee	292000, 292002 (pipelines, Bulk Fuels Area)	Repair Pipe Coating	Fuel Pipelines	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	2.a	832 (Multi-purpose Building, Pier 12 Area)	Replace Back-Up Generator	Building Restoration	Yes -Government repairs limited to performance of manufacturer recommended maintenance on generator and automatic transfer switch to ensure operational status.	Immediate
New	2.b	832 (Multi-purpose Building, Pier 12 Area)	Replace Fire Alarm Panel	Building Restoration	Yes - Government repairs limited to replacement of fire alarm control panel and means to communicate with NWSSB Fire Department.	Immediate
New	2.c	832 (Multi-purpose Building, Pier 12 Area)	Repair Multipurpose Building	Building Restoration	No	Long-Term
New	2.d	832, 833, 834, 847, 848, 849 (Various Buildings, Pier 12 Area)	Repair Buildings	Building Restoration	No	Short Term
New	2.e	833 (Misc building, Pier 12 Area)	Repair Office/Lab & Control Building	Building Restoration	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	2.f	834 (pumphouse, Pier 12 Area)	Reactivate Pumphouse	Pumphouse	Yes - Government will perform limited repairs: reconnect piping and install isolation valves for each pump, reconnect all instrumentation and controls to each pump, perform manufacturer recommended maintenance for all pump house components and motor testing, replace roof panels as necessary, update signage, repair all ground connections as required.	Immediate
New	2.g	834, 851	Repair Piping	Tank Piping	No	Long-Term
New	2.h	836	Repair Piping	Tank Piping	No	Long-Term
New	2.i	836, 837, 838, 842, 843, 844, 845, 846, 870 (Various Tanks, Pier 12 Area)	Tanks Clearances Not Met	Tank Clearances	No	No Action Required
New	2.j	838, 840, 841, 843, 844, 845, 846, 870 (Various Tanks, Pier 12 Area)	Replace Tank ATG Systems and Grounding	Tank Electrical	No	Long-Term
New	2.k	847, 849 (Misc Buildings, Pier 12 Area)	Replace Panelboards	Electrical	No	Long-Term
New	2.l	851 (Fuel Pier, Pier 12 Area)	Replace Emergency Shower/Eyewash Stations	Safety	No	Long-Term

Existing or New	Deficiency ID	Facility	Deficiency Description	Facility Component	Government Plans to Complete Limited Scope of Repair Work	Priority
New	2.m	851 (Fuel Pier, Pier 12 Area)	Provide Canopy Over Equipment Pit on Pier 12	Pier 12 Equipment	No	No Action Required
New	2.n	851 (Fuel Pier, Pier 12 Area)	Repair and Reconfigure Pier 12	Pier 12 Equipment	No	Long-Term
New	2.o	851 (Fuel Pier, Pier 12 Area)	Provide Traffic Bollards on Pier 12	Safety	No	Long-Term
New	2.p	870 (Additive System, Pier 12 Area)	Provide Grounding	Tank Electrical	Yes - Government will clean and inert tank and piping, demolish tank, containment pad, above-ground piping and appurtenances, slurry fill all underground piping and backfill and grade as necessary to match the existing grade.	Immediate
New	2.q	836, 837, 838	Reactivate Tanks	Aboveground Storage Tanks	Yes - Government will conduct API 653 out of service inspections of these three tanks to determine suitability for use. Reports will be provided to all interested parties when completed.	Immediate

G. Attachment (2) - Facility Condition of Pipelines

DFSP San Pedro Pipelines									
Item Number	Pipeline Name	Diameter (inches)	In-Service Date	Length (feet)	CFSM ID Number	Location Start	Location End	Background Information	Year of Last Usage for Fuel Transport
1	Long Beach JP-5 (14")	14	1941	9,240	0660-00711	DFSP SP Valve 633	Harbor-Regan Valve Station	See Item 2 Background Information.	2014
2	Long Beach JP-5 (18")	18	1984	18,216	0660-00712	Harbor-Regan Valve Station	Pier 12 Marine Terminal	Three parallel 18-inch pipelines run from the Harbor Regan Valve Station to the Pier 12 Marine Terminal. A section of one such pipeline, formerly used to transport DFM, was removed to the west of the Pier 12 Marine Terminal*. The remainder of the DFM pipeline and the other two pipelines have been filled with Nitrogen. The Long Beach pipelines are made of Grade X-42 seamless steel pipe, 0.312-inch wall thickness and increasing to 0.500-inch wall thickness and to 18-inch diameter where the pipelines cross under the Los Angeles Harbor Main Channel. The average pipeline depth underground is 45 inches below ground surface (bgs). The pipelines are coated with a 1-inch thick, coal tar enamel, asphalt-saturated felt, or polyvinyl coating and cathodically protected to reduce corrosion. A significant portion of the pipeline is underwater and most of the underground pipe route is in areas where excavation is difficult, therefore third party damage is not a high risk.** External corrosion poses a potential threat. The pipeline has passed numerous hydrostatic tests; therefore, concerns over the longitudinal seams are minor. The operating conditions for the pipeline are such that stress corrosion cracking is not an active threat to this pipeline.	2014
3	Long Beach JP-8 (14")	14	1941	9,240	0660-00701	DFSP SP Valve 633	Harbor-Regan Valve Station	See Item 2 Background Information.	2014
4	Long Beach JP-8 (18")	18	1984	18,216	0660-00702	Harbor-Regan Valve Station	Pier 12 Marine Terminal	See Item 2 Background Information.	2014
5	G Pipeline	8	1941	3,696	0660-0067	DFSP SP Main Tank Farm	Phillips 66 refinery	Current condition is unknown. The pipeline is filled with Nitrogen***.	2000
6	R Pipeline	12	1941	15,523	0660-0066	DFSP Main Tank Farm	C St. & Island Ave.	Current condition is unknown. The pipeline is cut and capped outside the Main Terminal. ****	2000
<p>* 2011 Environmental Condition of Property ** 2011 Integrity Management Plan *** 2016 Environmental Assessment **** 2013 Integrity Management Plan</p> <p><i>Source: 2016 EA, 2011 Integrity Management Plan, 2013 Integrity Management Plan, discussion with DLA.</i></p>									

APPENDIX D
REQUEST FOR PROPOSALS N46247321RP006
DFEFENSE FUEL SUPPORT POINT (DFSP) SAN PEDRO
LEASE AND DEVELOPMENT OPPORTUNITY
OFFEROR'S COVER PAGE

(Name of Offeror)

(Point of Contact)

(Street Address)

(Telephone Number)

(City, State and Zip Code)

(Fax Number)

(Electronic Mail Address)

1. This offer is valid for a period of 180 days from the date hereinafter written.
2. Receipt of amendment(s) [insert amendment number, if applicable] is acknowledged.
3. **Statement of Authority to Release Proprietary Information**
I hereby certify that I have read the Request for Proposals and understand and approve of the release of the information in all proposal submittals to the Government and its contractors for the purpose of providing advisory/consulting services in the Government's evaluation of this Solicitation. I further understand that the Government and its contractors will not disclose any confidential information identified as such in these submissions.
4. **Conflicts of Interest**
I hereby certify that to the best of my knowledge no potential conflict of interest exists between the above-identified Offeror and The Concourse Group, which has served as an advisor to the Navy on this project. As a condition of this offer, should my firm be the Selected Offeror for negotiations by the Government, my firm will not contract at any time with The Concourse Group nor any of its subcontractors for work relating to this project.

Authorized representative and signatory for Offeror:

(Print) Name

Title

Date

Signature

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN



ERIC GARCETTI
MAYOR

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**PONTE VISTA AT SAN PEDRO SPECIFIC PLAN
DIRECTOR'S INTERPRETATION**

March 27, 2020

Owner/Applicant

Brad Woomer
SoCal San Pedro SPV 1, LLC
6363 Wilshire Boulevard
Suite 600
Los Angeles, CA 90048

Representative

Paul Garry
Psomas
555 South Flower Street,
Suite 4300
Los Angeles, CA 90071

Case No. DIR-2019-6616-DI

Related Case: CPC-2012-2558-GPA-ZC-SP-CA
and DIR-2017-3010-DI

CEQA: ENV-2005-4516-EIR

Location: 26900 and 27812 South Western
Avenue

Council District: 15 – Buscaino

Neighborhood Council: Northwest San Pedro

Community Plan Area: Wilmington – Harbor City

Specific Plan: Ponte Vista at San Pedro

Land Use Designation: Low Medium II Residential

Zone: PVSP

Legal Description: Lot PT 1 and PT 2, TR 3192

Last Day to File an Appeal: April 13, 2020

Pursuant to the Ponte Vista at San Pedro Specific Plan Sections 5.G and 10, and Los Angeles Municipal Code Section 11.5.7.H and as the designee of the Director of Planning, I hereby provide the following with respect to the above referenced Specific Plan:

Interpret that the proposed revisions to Subarea 4 (0.5% decrease in land area), Subarea 6 (0.1% increase in land area), Subarea 7 (0.4% increase in land area) as having less than a 15 percent change in land area in any subarea and therefore substantially comply with those approved in the Specific Plan.

FIND, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Ponte Vista at San Pedro Specific Plan ENV-2005-4516-EIR No. 139754 certified on March 4, 2014; and pursuant to CEQA Guidelines, Section 15162 and 15164, no subsequent EIR, negative declaration or addendum is required for approval of the Project.

This Interpretation does not waive compliance with any of the requirements as determined by the Department of Building and Safety or any other City agency.

Request

The applicant requests a Specific Plan Interpretation to adjust Planning Subarea boundaries, pursuant to Sections 5.G and 10 of the Ponte Vista at San Pedro Specific Plan. Based upon refined final designs for the project, the applicant has found it necessary to adjust the boundaries for subareas 4,6, and 7 as contemplated by the approved Specific Plan.

Background

On November 27, 2013, the City Planning Commission took action on Case No. CPC-2012-2558-GPA-ZC-SP-CA to approve the establishment of the Ponte Vista at San Pedro Specific Plan. The subject property is located within the Ponte Vista at San Pedro Specific Plan, a 700-unit residential community, including open space and recreational amenities at 26900 and 27812 S. Western Avenue. The Ponte Vista at San Pedro Specific Plan was established to ensure that land uses and development on the large vacant area occur in a manner that enhances and complements the surrounding community. The intent of the Specific Plan is to provide much needed single-family and multi-family housing to serve the housing needs of the City of Los Angeles and to enhance future commercial development of the Port of Los Angeles and the Port of Long Beach Harbor. The approved specific plan provides that:

The subarea boundaries shown upon the subarea plan exhibit in Figure II, and in greater detail in Figures III-1 through III-7 of this Specific Plan, are approximate, and subarea boundary interpretations or adjustments may be made as part of the Project Permit Compliance review and approval process under Section 10 of this Specific Plan when such subarea boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or when necessary to ensure that such subarea boundaries precisely coincide with future street, alley or lot lines.

Adjustments in the boundaries of the Subareas and of further components thereof that result in an increase or reduction of land area of any Subarea or component thereof of 15 percent or less of the land area shall be permitted by the Planning Director as a Specific Plan Interpretation as set forth in Section 10.

Los Angeles Municipal Code Section 11.5.7 H states that the Director of Planning has the authority to interpret Specific Plans when there is a lack of clarity in the meaning or regulations. The applicant requests a Specific Plan Interpretation of the Ponte Vista Specific Plan, to clarify Section 5 (Land Use), Subsection G (Adjustment to Boundaries).

On August 7, 2018, the Director of Planning approved a Director's Interpretation (Case No. DIR-2017-3010-DI) for the adjustment of the boundaries for Subareas 1, 4, 5, 6 and 7 as contemplated by the approved Specific Plan. With respect to Subarea 1, it was necessary to increase the acreage slightly to reflect design refinements primarily related to residential placement, grading, and utility geometries. In Subarea 4 increased acreage to accommodate the spatial needs for new wall foundation schemes associated with the proposed retaining wall (soil nail type) features along the northerly property line. Subarea 5 had a slight increase in acreage to minimize loss of proposed residential unit counts due to the effects of the retaining wall foundation needs. Subarea 6 decreased acreage slightly to reflect design refinements related to residential placement, grading, and utility requirements. Subarea 7 decreased to accommodate the design refinements to Subareas 1, 4, and 6. The applicant also proposed a slight increase to the acreage of the publically accessible park located in the southwest corner of the property, adjacent to Western Avenue in Subarea 7. The overall proposed acreage for open space remained above Specific

Plan requirements. The adjustment of the subarea boundaries represented a less than 15 percent change in land area. The Director's Interpretation was not appealed, and became effective on August 22, 2018.

Discussion

Subsequent to the approval of the August 7, 2018 Director's Interpretation, the applicant has requested a second Director's Interpretation, as the location of dwelling units on the site plan have shifted to accommodate varying residential unit designs, slope, required setbacks, access and circulation requirements. In effect, there are two locations where dwelling units or the required guest parking for dwelling units encroach into Subarea 7. To improve the proposed development's operation while maintaining the number of dwelling units, the Applicant has found it necessary to adjust the boundaries of the Subareas without exceeding a fifteen percent change in land area. Based upon the refined site plan for the project, the Applicant requests to adjust the boundaries for Subareas 4, 6, and 7 as contemplated by the approved Specific Plan and the approved Director's Interpretation. With respect to Subarea 4, it is necessary to increase the land area to accommodate parking requirements for the revised residential placement. Subarea 7 is altered to accommodate these design refinements for Subarea 4 and Subarea 6 and is proposed to increase slightly in land area. Overall, the Project will provide more open space than required by the Specific Plan.

The proposed adjustment of the subarea boundaries are shown upon the Subarea Plan "Exhibit A", dated February 18, 2020. The proposed adjustments in the boundaries of the subareas represents less than a cumulative 15 percent change in land area. As discussed below, the proposed project complies with the applicable Land Use Regulations as set forth in Section 5 of the Ponte Vista at San Pedro Specific Plan as evidence below:

Boundary Adjustment.

The Ponte Vista at San Pedro Specific Plan subarea boundaries will be adjusted as follows:

Subarea	Land Area approved per Specific Plan (Acre)	Land Area approved per August 7, 2018 Director's Interpretation (Acre)	Proposed Increase/Decrease in Land Area (Acre)	Proposed Land Area (Acre)
1	9.7 acres	10.1 (0.4 acre increase)	No Change	10.1 acres
2	5.7 acres	5.7 (No change)	No change	5.7 acres
3	7.2 acres	7.2 (No change)	No change	7.2 acres
4	6.9 acres	7.4 (0.5 acre increase)	0.04 acre decrease (0.5%)	7.4 acres
5	8.1 acres	8.1 (0.02 acre increase)	No change	8.1 acres
6	9.5 acres	9.3 (0.2 acre increase)	0.003 acre increase (0.1%)	9.3 acres
7	14.3 acres	13.6 (0.8 acre reduction)	0.04 acre increase (0.4%)	13.6 acres
Total	61.4 acres			61.4 acres

The resulting change to land area from the combined Director's Interpretations are as follows:

Subarea	Land Area approved per Specific Plan (Acre)	Total Increase/Decrease in Land Area from the combined Director's Interpretations (Approved and Proposed)	Proposed Land Area (acre)
1	9.7 acres	0.4 acre increase (4.1%)	10.1 acres
2	5.7 acres	No change	5.7 acres
3	7.2 acres	No change	7.2 acres
4	6.9 acres	0.45 acre increase (6.5%)	7.4 acres
5	8.1 acres	0.02 acre increase (0.2%)	8.1 acres
6	9.5 acres	0.19 acre decrease (2%)	9.3 acres
7	14.3 acres	0.76 acre reduction (5.3%)	13.6 acres
Total	61.4 acres	1.82 acre total change (2.9%)	61.4 acres

As shown in the table above, the proposed adjustments in the boundaries of the subareas represents less than a cumulative 15 percent change in land area from the initial Specific Plan approval. The combined change in land area from the previously approved and currently proposed Director's Interpretations results in a 2.9 percent change of the total land area.

This adjustment request does not modify Table No. 1 of Specific Plan Section 5.C.1 as it was approved by Case No. DIR-2017-3010-DI on August 7, 2018. Table No. 1 shall remain as follows (strikethrough is original text from the Specific Plan, bold and underline is approved text from the Case No. DIR-2017-3010-DI):

Subarea No.	Use	Maximum Dwelling Units	DU/Acre	Area (Gross Acres)
1	Single-Family	69	8	9.7 <u>10.1</u>
2	Single-Family	60	11	5.7
3	Single-Family	79	11	7.2
4	Townhomes	140	21	6.9 <u>7.4</u>
5	Townhomes & Flats	140	18	8.1
6	Flats	212	23	9.5 <u>9.3</u>
7	Open Space/Recreation	N/A	N/A	14.3 <u>13.6</u>
TOTAL		700	11.4 (avg)	61.4

The Ponte Vista at San Pedro Specific Plan states the boundaries of the seven subareas are approximate and may be interpreted or adjusted as long as the resulting increase or decrease in land area is equal to or less than 15 percent of the total land area. The adjustments authorized by this interpretation account for 2.9 percent which is less than 15 percent of the total land area. Therefore, the adjustments comply with the regulations of the Ponte Vista at San Pedro Specific Plan.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 11.00 of the Los Angeles Municipal Code states in part (m): "It shall be unlawful to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated the applicant or his successor in interest may be prosecuted for violating these conditions in the manner of any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

The determination in this matter will become effective and final, fifteen (15) days after the date of mailing of the Director's Determination unless an appeal is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

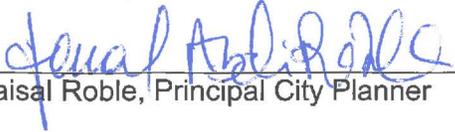
Planning Department public offices are located at:

Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2912
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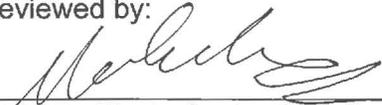
The time in which a party may see judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:


Faisal Roble, Principal City Planner

Reviewed by:


Michelle Singh, Senior City Planner

Reviewed by:


Connie Chauv, City Planner

Prepared by:


Jeanalee Obergfell, City Planning Associate
jeanalee.obergfell@lacity.org

DIP 2019-6676

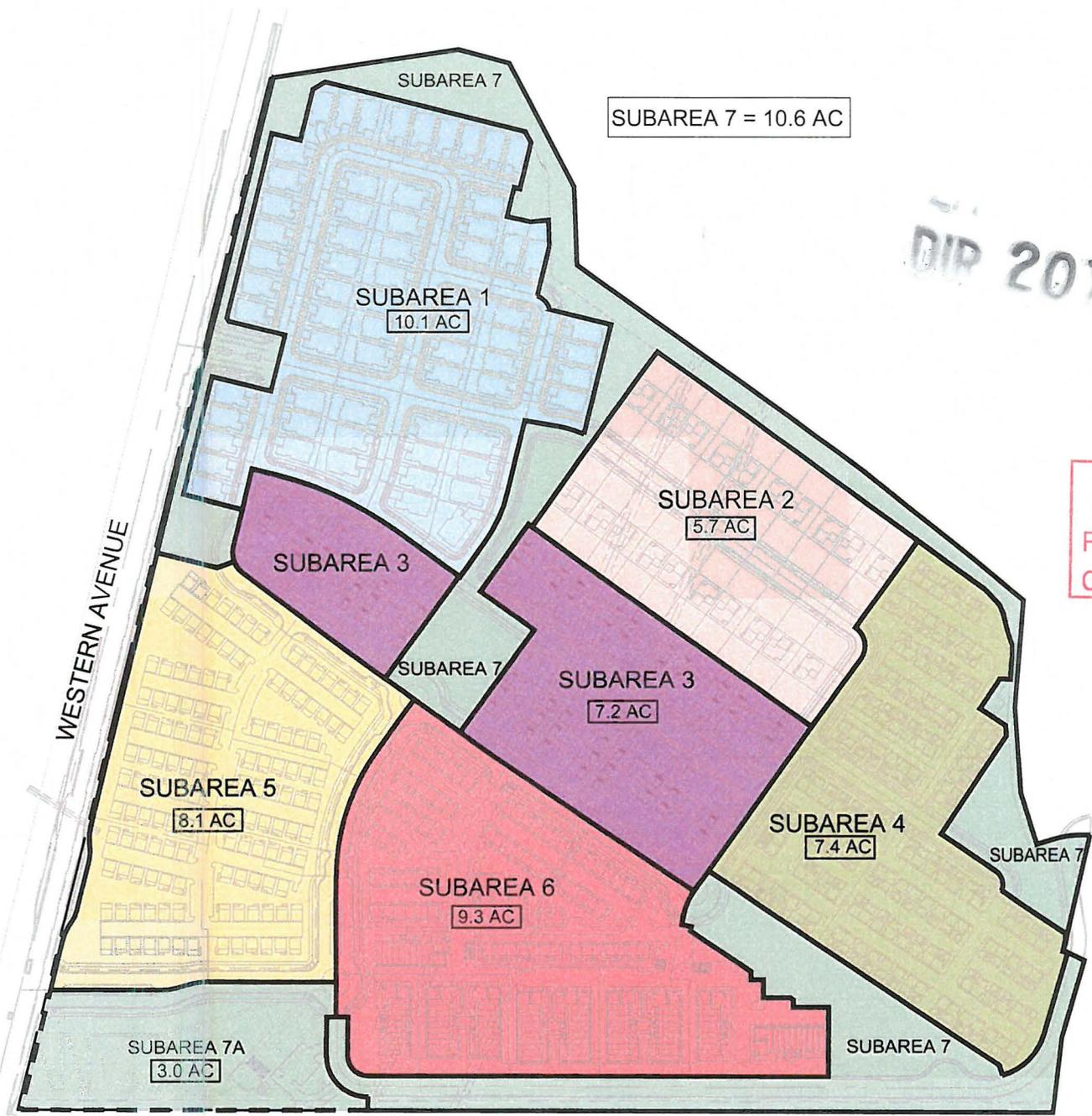
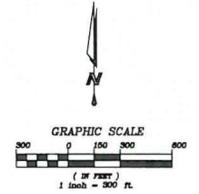


EXHIBIT "A"
 Page No. 1 of 8
 Case No. DIP-2019-6676-01



PONTE VISTA AT SAN PEDRO - SUBAREA PLAN EXHIBIT

10.08.2019

FIGURE - II
 SUBAREA BOUNDARIES

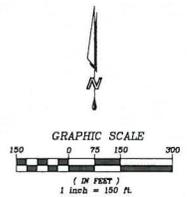
WESTERN AVENUE

SUBAREA 1
10.1 AC



KEY MAP
SCALE 1"=1000'

EXHIBIT "A"
Page No. 2 of 8
Case No. PIR-2019-6616-D



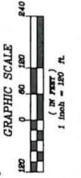
PONTE VISTA AT SAN PEDRO - SUBAREA 1

10.08.2019



KEY MAP
SCALE 1"=1000'

EXHIBIT "A"
Page No. 3 of 8
Case No. D19-2019-0616-D1



SUBAREA 2

5.7 AC

PONTE VISTA AT SAN PEDRO - SUBAREA 2

10.08.2019

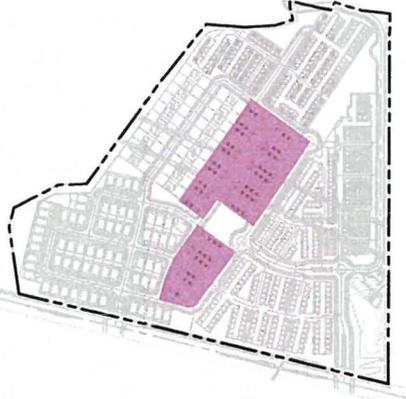
FIGURE - III-2
SPECIFIC PLAN AREA

C-3



FUSCOE CONSULTANTS
10000 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210
Tel: 310.278.8800 • Fax: 310.278.8803 • www.fuscoec.com

PROJECT: 19-001, LANDMARK JACOBI/COMPTON/STANISLAUS SAN GABRIEL (19-00-11-02000) - 50' AND 10' PLAT CORRECTION (19-00-11-02000) - PHASE 02 - SAN GABRIEL



KEY MAP
SCALE 1"=1000'

EXHIBIT "A"
Page No. 4 of 8
Case No. DIR-2019-6616-D1

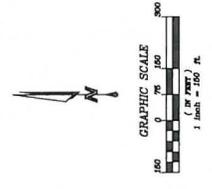


FIGURE - III-3
SPECIFIC PLAN AREA



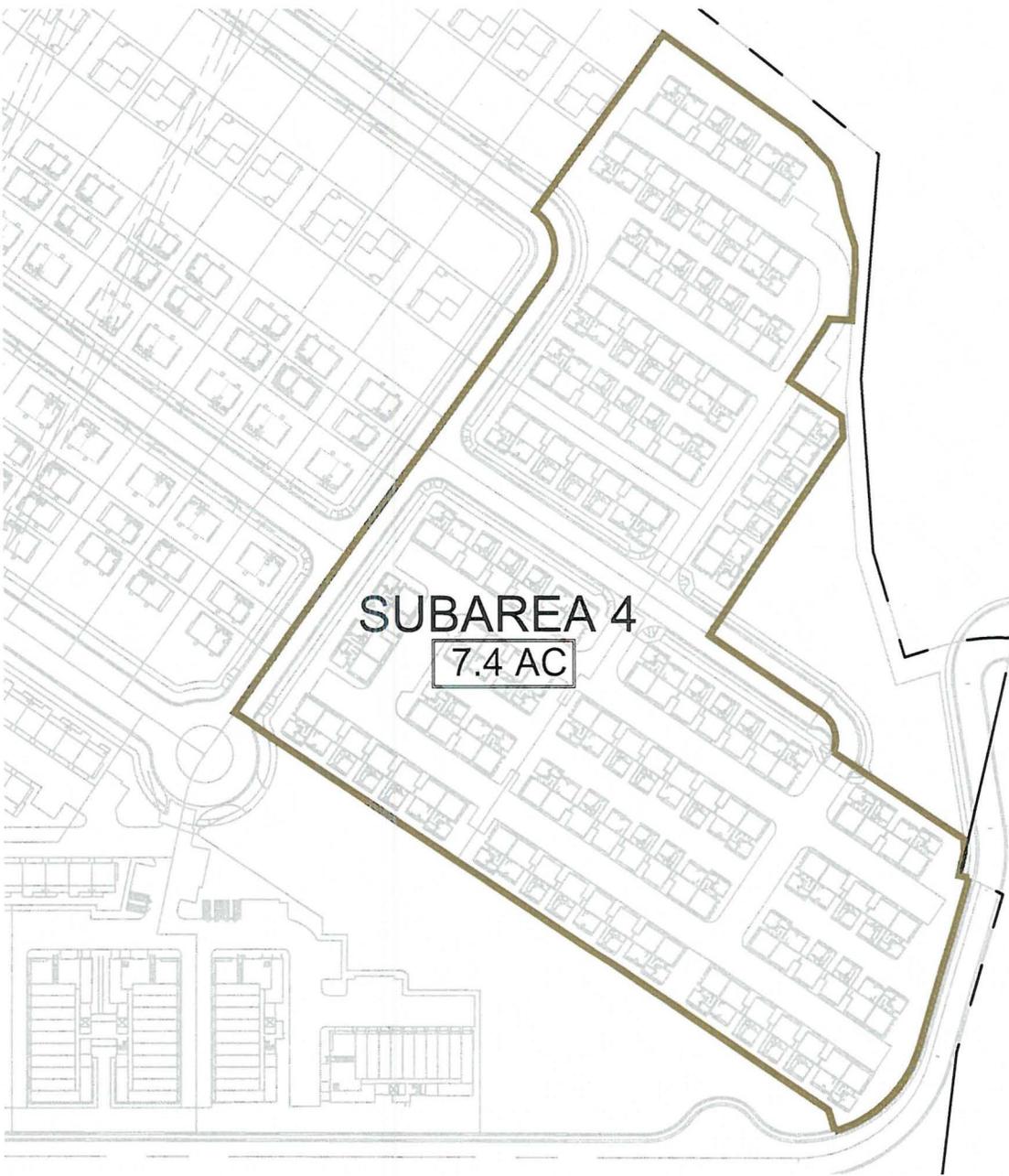
PONTE VISTA AT SAN PEDRO - SUBAREA 3

10.08.2019

C-4



PROJECT: 190301 - DEVELOPMENT AND CONSTRUCTION OF SAN PEDRO (19-08-01) SUBAREA 3 - SAN AND PACE DEVELOPMENT (19-08-01) SUBAREA 3 - PONTON VISTA AT SAN PEDRO



KEY MAP
SCALE 1"=1000'

EXHIBIT "A"
Page No. 5 of 8
Case No. DIP-2019-6616-D1

PONTE VISTA AT SAN PEDRO - SUBAREA 4

10.08.2019

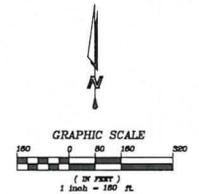


FIGURE - III-4
SPECIFIC PLAN AREA

C-5

F:\PROJECTS\10\1011_DEVELOPMENT_ARCHIVE\COMMITTEE_SPECIFIC_PLAN_EXHIBITS\15081016 - SUB AREA PLAN EXHIBIT\2019 (10-08-19 10:14:14AM) Plotted by: Mark Shewchuk

The Estates at Ponte Vista



Subarea 1

D·R·HORTON
America's Builder

We Are America's Builder

- In 1978, D.R. Horton broke ground on our first home in Fort Worth, Texas.
- We've delivered more than 755,000 homes to our nation's customers since our company's inception.
- Since 2002, more homebuyers have chosen D.R. Horton than any other national builder.
- We operate in 43 of homebuilding's top 50 markets in the U.S., and rank among the top five in 31 of these.
- Our team of 7,000 marketing experts are spread across the nation in 29 states and 89 markets.

Home for every stage in life.

Family of Brands





SUBAREA & PRODUCT TYPE

- 1. Single Family Detached
- 2. Single Family Detached Condo
- 3. Single Family Detached Condo
- 4. Single Family Attached & Detached Condo
- 5. Row Townhomes Condo
- 6. Row Townhomes Condo
- 7. Open Space

TOTAL/AVERAGE:

LEGEND

- Subarea Boundary
- Subarea
- Gated Entry
- Common Area/Pocket Parks
- Recreation Center
- Parking Lot







SUBAREA 1 – 66 SINGLE FAMILY DETACHED HOMES

ZONING :	PVSP
GENERAL PLAN :	LOW MEDIUM II RESIDENTIAL
SPECIFIC PLAN :	PONTE VISTA SPECIFIC PLAN
SUB AREA 1 AREA :	436,035 S.F. (10.01 ACRES)
DENSITY :	6.57 DU/ACRE
PROPOSED NUMBER OF DWELING UNITS :	66
MAXIMUM ALLOWABLE DWELLING UNITS IN SUB AREA 1 PER SPECIFIC PLAN SECTION 5.C.1 :	69 DU
COMBINED FLOOR AREA:	229,000 SF.
SUBAREA 1 FLOOR AREA RATIO:	0.52:1
NUMBER OF PARKING SPACES PROVIDED :	248
RESIDENTIAL PARKING REQUIRED PER SPECIFIC PLAN SECTION 7.B :	132 COVERED + 116 DRIVEWAY. 2 SPACES PER DU: 66 COVERED; 66 UNCOVERED
GUEST PARKING SPACES PROVIDED:	APPROXIMATE 90 CURBSIDE PARKING SPACES
MINIMUM GUEST PARKING REQUIRED PER DESIGN GUIDELINES SECTION 2.4 & SPECIFIC PLAN SECTION 7.B :	0.25 SPACES/ UNIT (17 SPACES)
OPEN SPACE REQUIRED/PROVIDED :	PER SPECIFIC PLAN, OPEN SPACE IS PROVIDED IN SUB AREA 7
NUMBER OF STORY:	2
MAXIMUM BUILDING HEIGHT:	30'-0" MAX.
TOTAL No. OF TREES IN PARKWAY PAI:	105
TOTAL No. OF TREES IN COMMON AREA PAI:	45
TOTAL SF. PARKWAY AREA PAI:	21,400 SF.
TOTAL SF. OPEN SPACE AREA PAI:	39,700 SF



1.2921 A
Mediterranean



2.3249 B
Early California Modern



3.3436 D
California Modern - B



2.3249 C
California Modern - A



1C | California Modern - A

- (A) Simple, uncomplicated gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Varying roof heights.
- (C) Stucco walls with 16/20 finish.
- (D) Clean, simple geometric massing.
- (E) Minimal to no trim around windows.
- (F) Balconies at building corners with sliding glass doors. (See Plan 2).
- (G) Standing seam metal accent roofs.



1A | Mediterranean

- (A) Low profile 4:12 roof pitch with concrete 's' tile roof.
- (B) Stucco walls with 16/20 finish.
- (C) Vertically proportioned windows with divided lights.
- (D) Decorative wrought iron rails and pot shells.
- (E) Tile accent surrounds at select window and doors and at gable end roofs.
- (F) Tight roof overhangs at rakes; 12\"/>



1D | California Modern - B

- (A) Simple, uncomplicated main body gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Stucco walls with 16/20 finish.
- (C) Clean, simple geometric massing.
- (D) Minimal to no trim around windows.
- (E) Balconies at building corners with sliding glass doors. (See Plan 2).
- (F) Standing seam metal accent roofs.
- (G) Large windows organized in regular patterns.



1B | Early California Modern

- (A) Simple horizontal massing.
- (B) Low profile roof pitch at 3 1/2:12 with flat concrete tile.
- (C) Stucco walls with 16/20 finish.
- (D) 18\"/>
- (E) Simple, uncomplicated hip roofs.
- (F) Vertically proportioned windows.
- (G) Ribbon windows.
- (H) Light exterior wall colors.

NOTES:

1. ALL DOORS AND WINDOWS GLAZING WILL BE TRANSPARENT WITH CLEAR OR APPROPRIATE UV TINT SO AS TO PROVIDE VIEWS TO AND FROM INSIDE OF THE BUILDING AND THE STREET.
2. ALL WINDOW FRAMES TO BE VINYL.
3. ALL ENTRY DOORS TO BE FIBERGLASS.

Plan 1.2986 Front Elevations



2C | California Modern - A

- (A) Simple, uncomplicated gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Varying roof heights.
- (C) Stucco walls with 16/20 finish.
- (D) Clean, simple geometric massing.
- (E) Minimal to no trim around windows.
- (F) Balconies at building corners with sliding glass doors.
- (G) Standing seam metal accent roofs.



2A | Mediterranean

- (A) Low profile 4:12 roof pitch with concrete 's' tile roof.
- (B) Stucco walls with 16/20 finish.
- (C) Vertically proportioned windows with divided lights.
- (D) Decorative wrought iron rails and pot shelves.
- (E) Tile accent surrounds at select window and doors and at gable end roofs.
- (F) Tight roof overhangs at rakes; 12\"/>



2D | California Modern - B

- (A) Simple, uncomplicated main body gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Stucco walls with 16/20 finish.
- (C) Clean, simple geometric massing.
- (D) Minimal to no trim around windows.
- (E) Balconies at building corners with sliding glass doors.
- (F) Standing seam metal accent roofs.
- (G) Large windows organized in regular patterns.



2B | Early California Modern

- (A) Simple horizontal massing.
- (B) Low profile roof pitch at 3 1/2:12 with flat concrete tile.
- (C) Stucco walls with 16/20 finish.
- (D) 18\"/>

- NOTES:
1. ALL DOORS AND WINDOWS GLAZING WILL BE TRANSPARENT WITH CLEAR OR APPROPRIATE UV TINT SO AS TO PROVIDE VIEWS TO AND FROM INSIDE OF THE BUILDING AND THE STREET.
 2. ALL WINDOW FRAMES TO BE VINYL.
 3. ALL ENTRY DOORS TO BE FIBERGLASS.

Plan 2.3320 Front Elevations



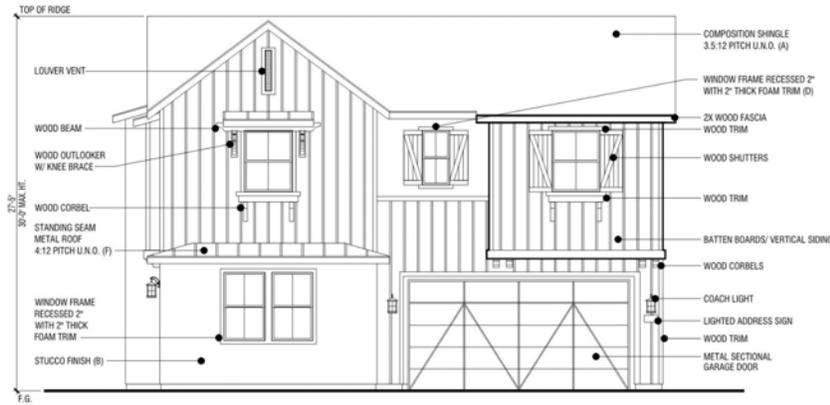
3C | California Modern - A

- (A) Simple, uncomplicated gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Varying roof heights.
- (C) Stucco walls with 16/20 finish.
- (D) Clean, simple geometric massing.
- (E) Minimal to no trim around windows.
- (F) Balconies at building corners with sliding glass doors. (See Plan 2).
- (G) Standing seam metal accent roofs.



3A | Mediterranean

- (A) Low profile 4:12 roof pitch with concrete 's' tile roof.
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3D | California Modern - B

- (A) Simple, uncomplicated main body gable and shed roofs at 3 1/2:12 roof pitch.
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- (F) Standing seam metal accent roofs.
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3B | Early California Modern

- (A) Simple horizontal massing.
- (B) Low profile roof pitch at 3 1/2:12 with flat concrete tile.
- (C) Stucco walls with 16/20 finish.
- (D) 18\"/>

- NOTES:
1. ALL DOORS AND WINDOWS GLAZING WILL BE TRANSPARENT WITH CLEAR OR APPROPRIATE UV TINT SO AS TO PROVIDE VIEWS TO AND FROM INSIDE OF THE BUILDING AND THE STREET.
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 3. ALL ENTRY DOORS TO BE FIBERGLASS.

Plan 3.3473 Front Elevations



1A | Mediterranean



1A | Mediterranean

- (A) Low profile 4:12 roof pitch with concrete 's' tile roof.
- (B) Stucco walls with 16/20 finish.
- (C) Vertically proportioned windows with divided lights.
- (D) Decorative wrought iron rails and pot shelves.
- (E) Tile accent surrounds at select window and doors and at gable end roofs.
- (F) Tight roof overhangs at rakes; 12" overhangs at eaves with exposed wood rafter tails.



1B | Early California Modern



1B | Early California Modern

- (A) Simple horizontal massing.
- (B) Low profile roof pitch at 3 1/2 :12 with flat concrete tile.
- (C) Stucco walls with 16/20 finish.
- (D) 18" deep overhangs at eaves.
- (E) Simple, uncomplicated hip roofs.
- (F) Vertically proportioned windows.
- (G) Ribbon windows.
- (H) Light exterior wall colors.



1C | California Modern - A



1C | California Modern - A

- (A) Simple, uncomplicated gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Varying roof heights.
- (C) Stucco walls with 16/20 finish.
- (D) Clean, simple geometric massing.
- (E) Minimal to no trim around windows.
- (F) Balconies at building corners with sliding glass doors. (See Plan 2).
- (G) Standing seam metal accent roofs.



1D | California Modern - B

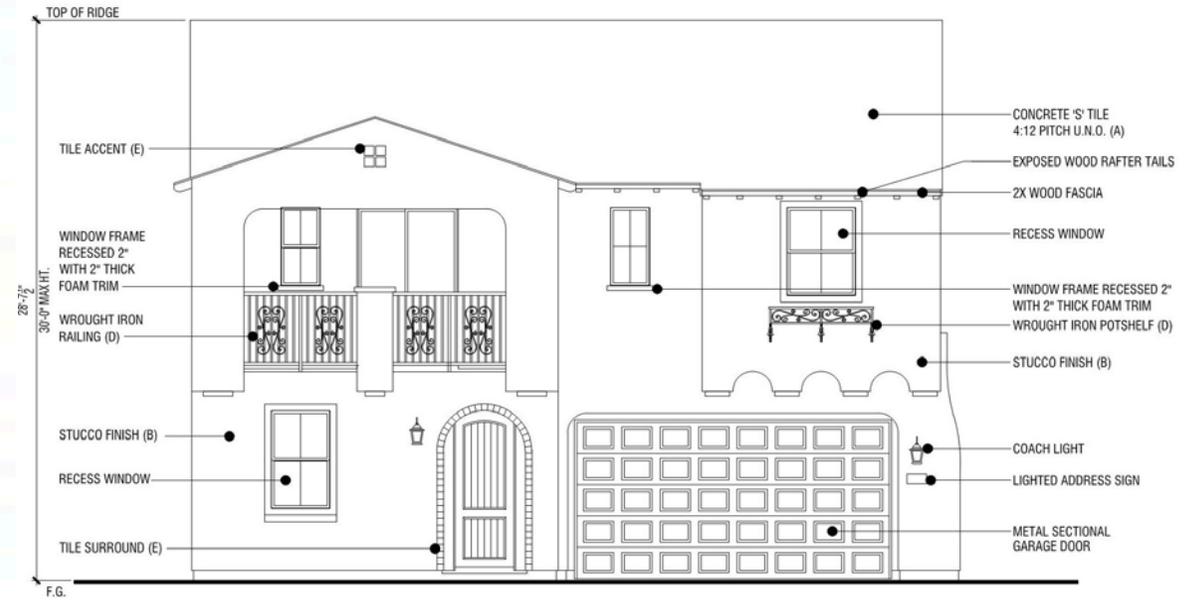


1D | California Modern - B

- (A) Simple, uncomplicated main body gable and shed roofs at 3 ½:12 roof pitch.
- (B) Stucco walls with 16/20 finish.
- (C) Clean, simple geometric massing.
- (D) Minimal to no trim around windows.
- (E) Balconies at building corners with sliding glass doors. (See Plan 2).
- (F) Standing seam metal accent roofs.
- (G) Large windows organized in regular patterns.



2A | Mediterranean



2A | Mediterranean

- (A) Low profile 4:12 roof pitch with concrete 's' tile roof.
- (B) Stucco walls with 16/20 finish.
- (C) Vertically proportioned windows with divided lights.
- (D) Decorative wrought iron rails and pot shelves.
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- (F) Tight roof overhangs at rakes; 12" overhangs at eaves with exposed wood rafter tails.



2B | Early California Modern

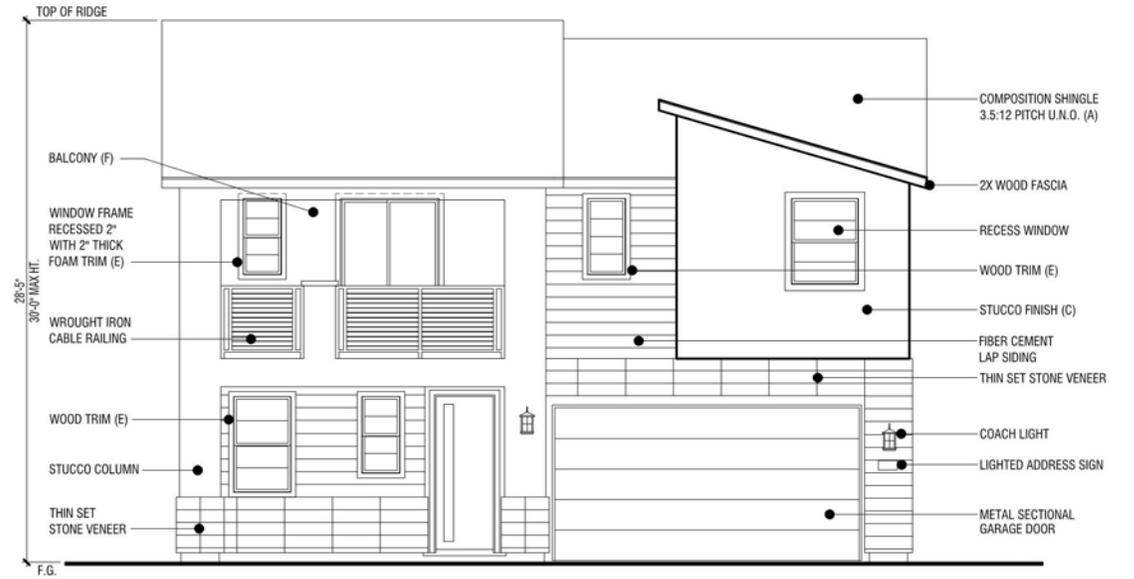


2B | Early California Modern

- (A) Simple horizontal massing.
- (B) Low profile roof pitch at 3 1/2 : 12 with flat concrete tile.
- (C) Stucco walls with 16/20 finish.
- (D) 18" deep overhangs at eaves.
- (E) Simple, uncomplicated hip roofs.
- (F) Vertically proportioned windows.
- (G) Ribbon windows.
- (H) Light exterior wall colors.



2C | California Modern - A



2C | California Modern - A

- (A) Simple, uncomplicated gable and shed roofs at 3 1/2:12 roof pitch.
- (B) Varying roof heights.
- (C) Stucco walls with 16/20 finish.
- (D) Clean, simple geometric massing.
- (E) Minimal to no trim around windows.
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- (G) Standing seam metal accent roofs.



2D | California Modern - B



2D | California Modern - B

- (A) Simple, uncomplicated main body gable and shed roofs at 3 ½:12 roof pitch.
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3A | Mediterranean



3A | Mediterranean

- (A) Low profile 4:12 roof pitch with concrete 's' tile roof.
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3B | Early California Modern

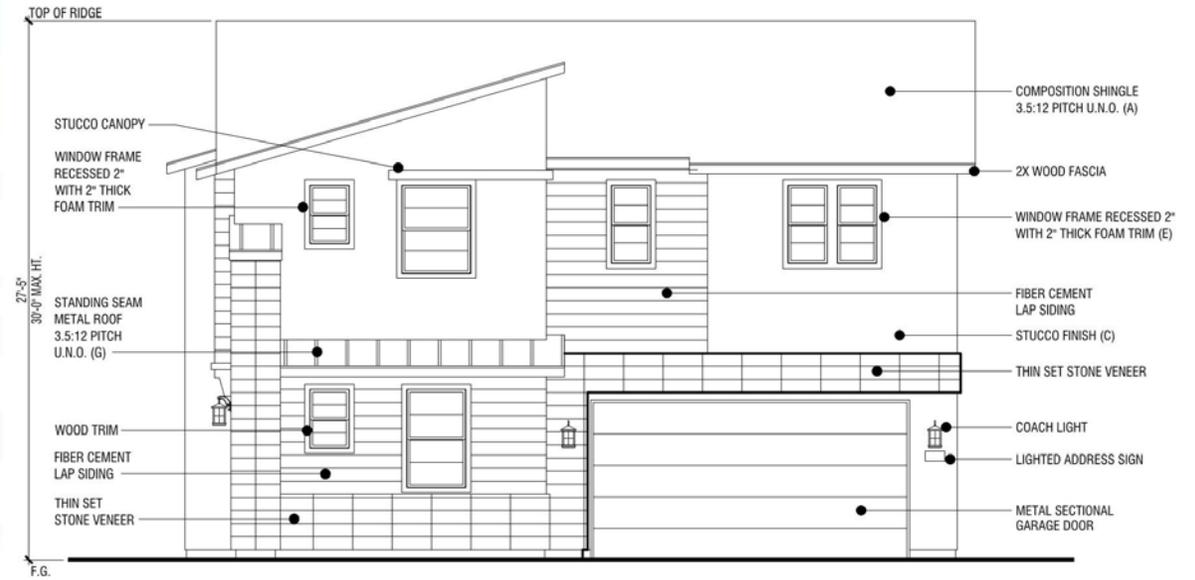


3B | Early California Modern

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- (B) Low profile roof pitch at 3 1/2 :12 with flat concrete tile.
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- (G) Ribbon windows.
- (H) Light exterior wall colors.



3C | California Modern - A

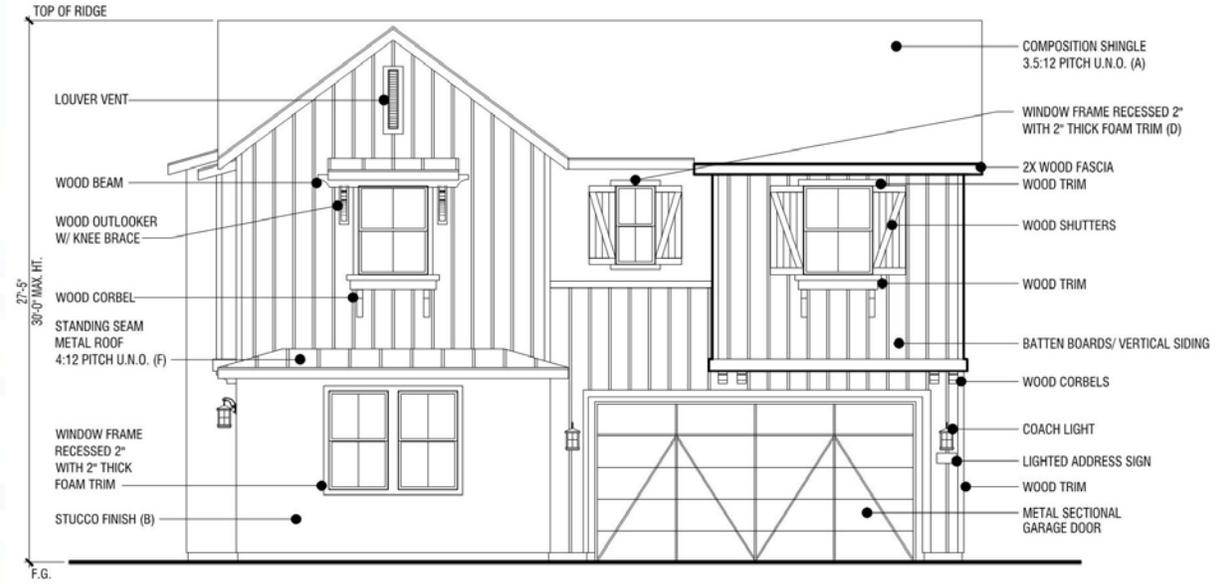


3C | California Modern - A

- (A) Simple, uncomplicated gable and shed roofs at 3 ½:12 roof pitch.
- (B) Varying roof heights.
- (C) Stucco walls with 16/20 finish.
- (D) Clean, simple geometric massing.
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- (G) Standing seam metal accent roofs.



3D | California Modern - B



3D | California Modern - B

- (A) Simple, uncomplicated main body gable and shed roofs at 3 ½:12 roof pitch.
- (B) Stucco walls with 16/20 finish.
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Questions ?

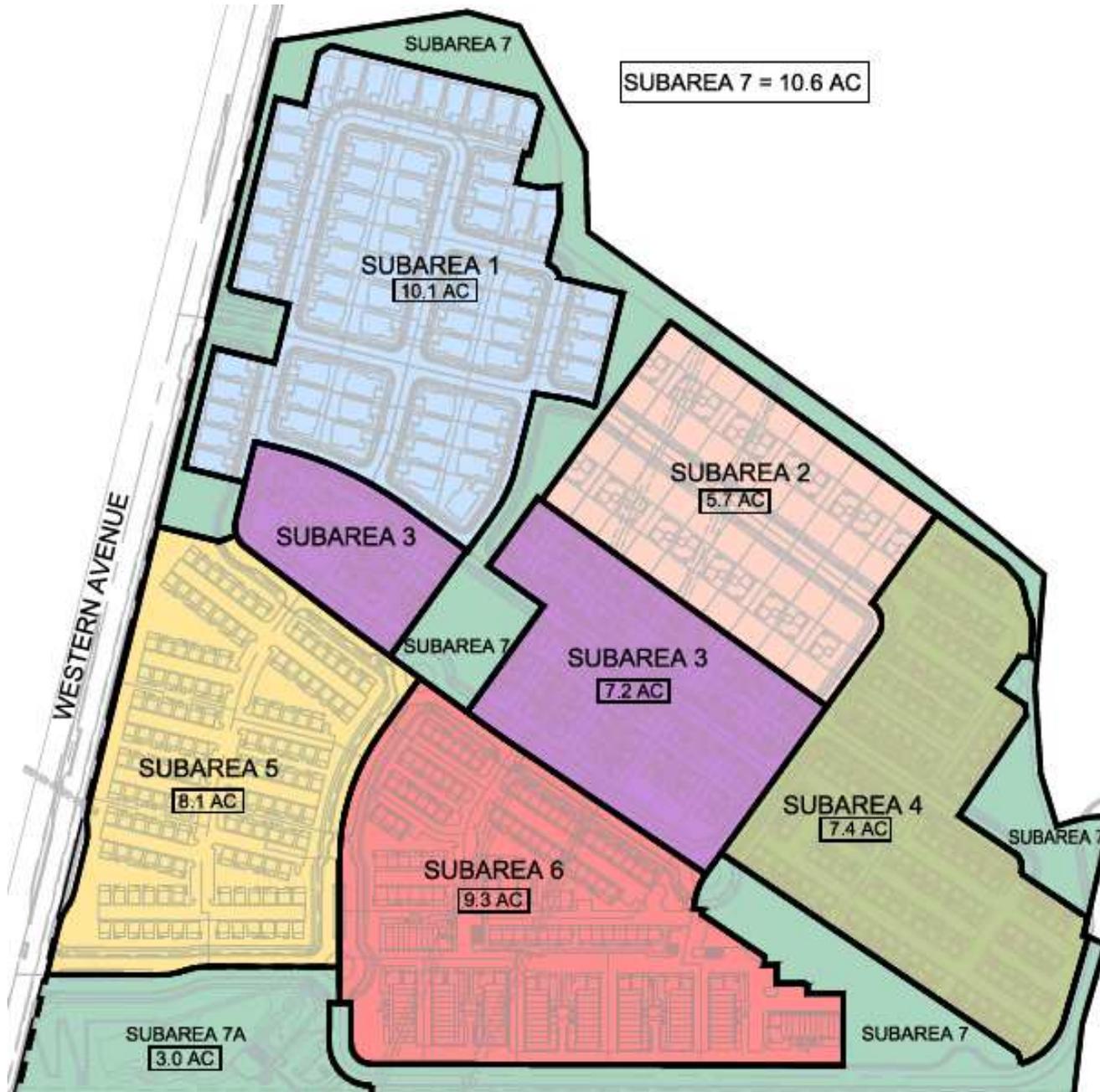
Thank You!



Ponte Vista

Entry Gates and Monument Signs





Three sets of entryways are proposed:

- Northern Entry Gate
- Southern Entry Gate
- Monument Signs Entry

Northern
Entry Gate

Southern
Entry Gate

Monument
Signs Entry



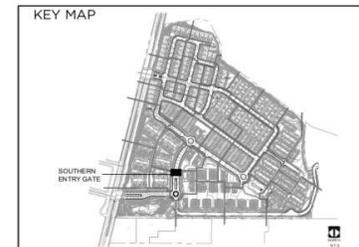
Ponte Vista Northern Entry Gate

Access controlled entryway with backlit metal cut out Ponte Vista sign.



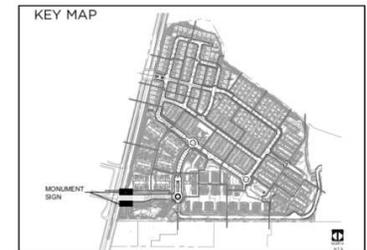
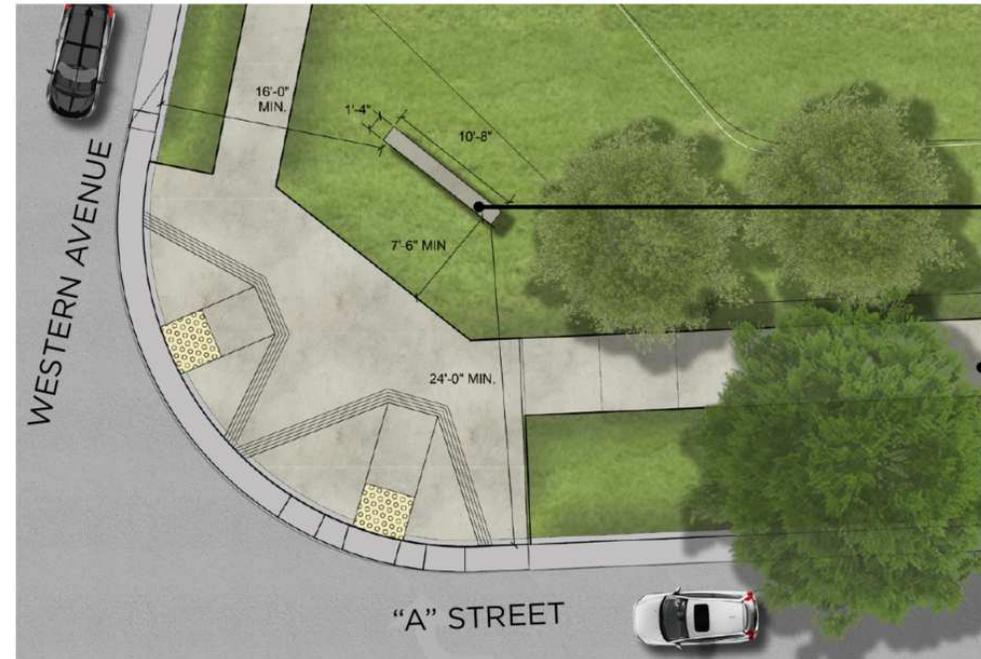
Ponte Vista Southern Entry Gate

Access controlled entryway.



Ponte Vista Monument Sign Entry

Welcoming entry with twin identification monument signs.



Questions?

Thank you.