

# LAST MINUTE AGENDA INFORMATION

## 3/16/11 City Council Meeting

*(Agenda Related Writings/Documents provided to a majority of the City Council after distribution of the Agenda Packet for the March 16, 2011 Regular meeting.)*

**ITEM NO.**      **DESCRIPTION**

<b>6.6</b>	<p>DRAFT ENVIRONMENTAL ASSESSMENT (EA) HELICOPTER WINGS REALIGNMENT AND MH-60 R/S HELICOPTER TRANSITION AT NAVAL BASE CORONADO. (0620-80).</p> <p>a. Staff report addendum</p>
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AGENDA ITEM NO. \_6.6

2011 MAR 15 A 7:55

STAFF REPORT  
CITY OF IMPERIAL BEACH CITY MANAGER/PERSONNEL  
CITY CLERK OFFICES

TO: HONORABLE MAYOR AND CITY COUNCIL  
FROM: GARY BROWN, CITY MANAGER

MEETING DATE: MARCH 16, 2011  
ORIGINATING DEPT.: COMMUNITY DEVELOPMENT DEPARTMENT  
GREG WADE, COMMUNITY DEVELOPMENT DIRECTOR  
JIM NAKAGAWA, AICP, CITY PLANNER

SUBJECT: REPORTS: ADDITIONAL COMMENTS REGARDING THE ENVIRONMENTAL ASSESSMENT (EA) FOR THE NAVAL BASE CORONADO HELICOPTER WINGS REALIGNMENT AND TRANSITION

**ADDITIONAL COMMENTS:**

The City has had a long-standing agreement with Naval Base Coronado (NBC) that there would be a curfew on Imperial Beach Naval Outlying Landing Field (NOLF) flight operations from 10 p.m. to 7 a.m. on weeknights and all day on weekends. This curfew was offered to the City by the Navy to enable our Imperial Beach residents to have some semblance of peace at nights and on weekends that at other times during the noisy helicopter operational periods reduce the quality of life in the community. However, this curfew is not mentioned in the NOLF noise abatement discussion on page 3-19 of the EA nor used as a parameter in the project description. Table 3.2-5 indicates 4,978 current night time operations (10 p.m. – 7 a.m.) that appear to be a breach of our curfew agreement. Tables 4.1-4 and 4.2-3 also identify 6,469 proposed annual helicopter operations at NOLF IB during the night that would also be a breach of our curfew agreement the City has with NBC.

**Table 3.2-5. Distribution of Baseline Aircraft Operations at NOLF IB (Day/Evening/Night) without Proposed Action**

Aircraft	NOLF IB Aircraft Operations Baseline			
	Day	Evening	Night	Total
Navy and Marine Corps Helicopters	167,696	67,634	4,806	240,136
Other DOD and General Aviation	5,999	2,419	172	8,590
<b>Totals</b>	<b>173,695</b>	<b>70,053</b>	<b>4,978</b>	<b>248,726</b>

Source: Wyle 2010.

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**Table 4.1-4. Distribution of Helicopter Operations at NOLF IB Day/Evening/Night (Proposed Action)**

Annual Helicopter Operations <sup>1</sup> at NOLF IB			
<sup>2</sup> Day (70.0%)	Evening (28.0%)	Night (2.0%)	Total
226,339	90,536	6,469	323,344

Source: Wyle 2010.

Notes: <sup>1</sup> Prospective 2020 total flight operations

<sup>2</sup> Day: 7 a.m.-7 p.m. Evening: 7 p.m.-10 p.m. Night: 10 p.m.-7 a.m.

**Table 4.2-3. Distribution of Aircraft Operations (Day/Evening Night) at NOLF IB - Proposed Action**

Aircraft Type	NOLF IB Aircraft Operations			
	Day	Evening	Night	Total
Navy/Marine Corps Helicopters	218,525	87,410	6,243	312,178
Other DOD and General Aviation Helicopters	7,814	3,126	226	11,166
<b>Totals</b>	<b>226,339</b>	<b>90,536</b>	<b>6,469</b>	<b>323,344</b>

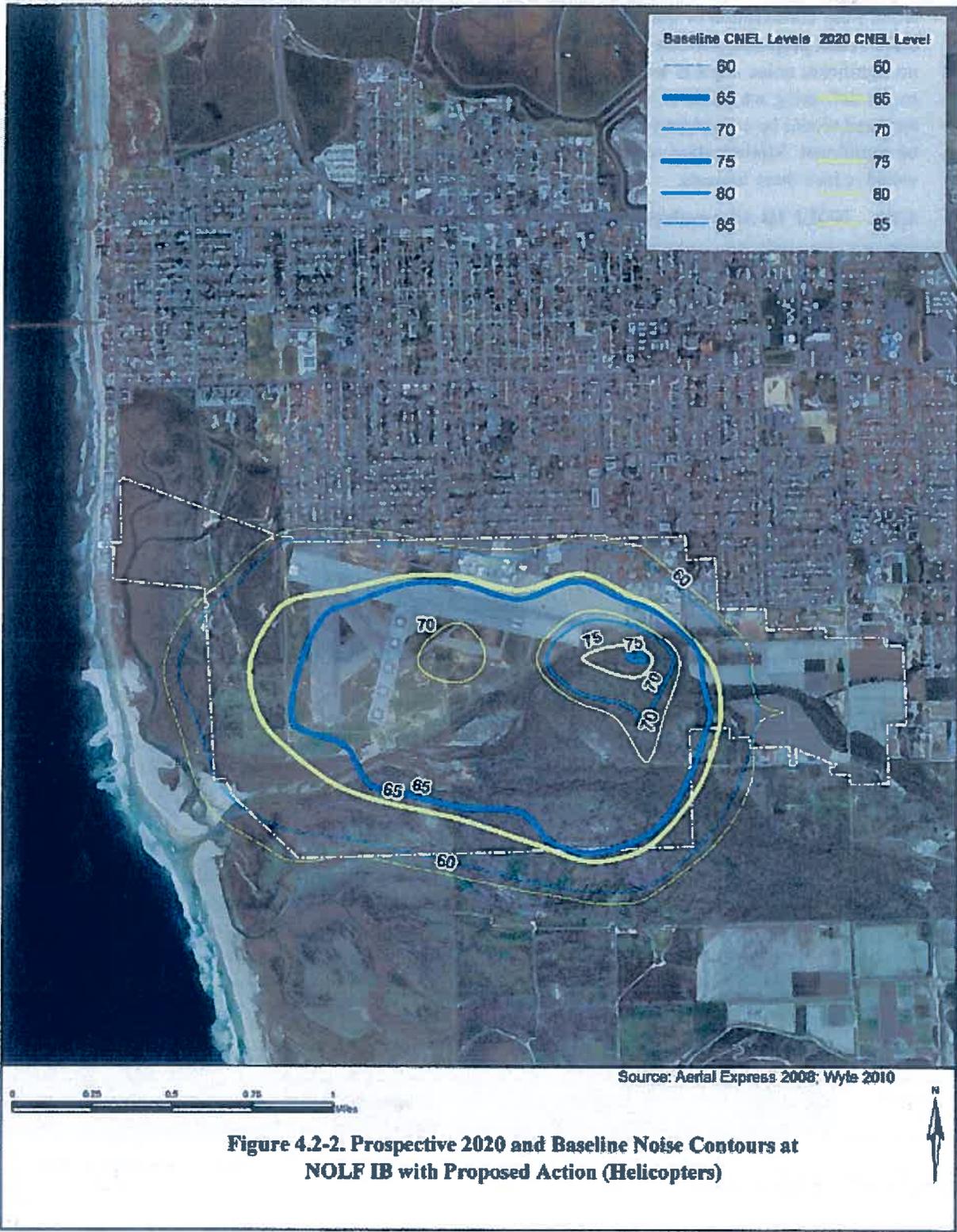
Source: Wyle 2010.

City Planner Jim Nakagawa attended the Open House event and did not feel that an adequate response was provided regarding this curfew issue. This breach of flight restrictions during nights and weekends would be a departure from existing conditions that the City believes would be a significant impact requiring the preparation of an Environmental Impact Statement (EIS). One of our residents, Ms. Christine Hillger of 1300 East Lane, has expressed concern that a 30% increase in operations at NOLF translates into increased noise impacts to her neighborhood that were not adequately addressed in the EA and suggests that additional noise metrics be performed at Seaside Point subdivision.

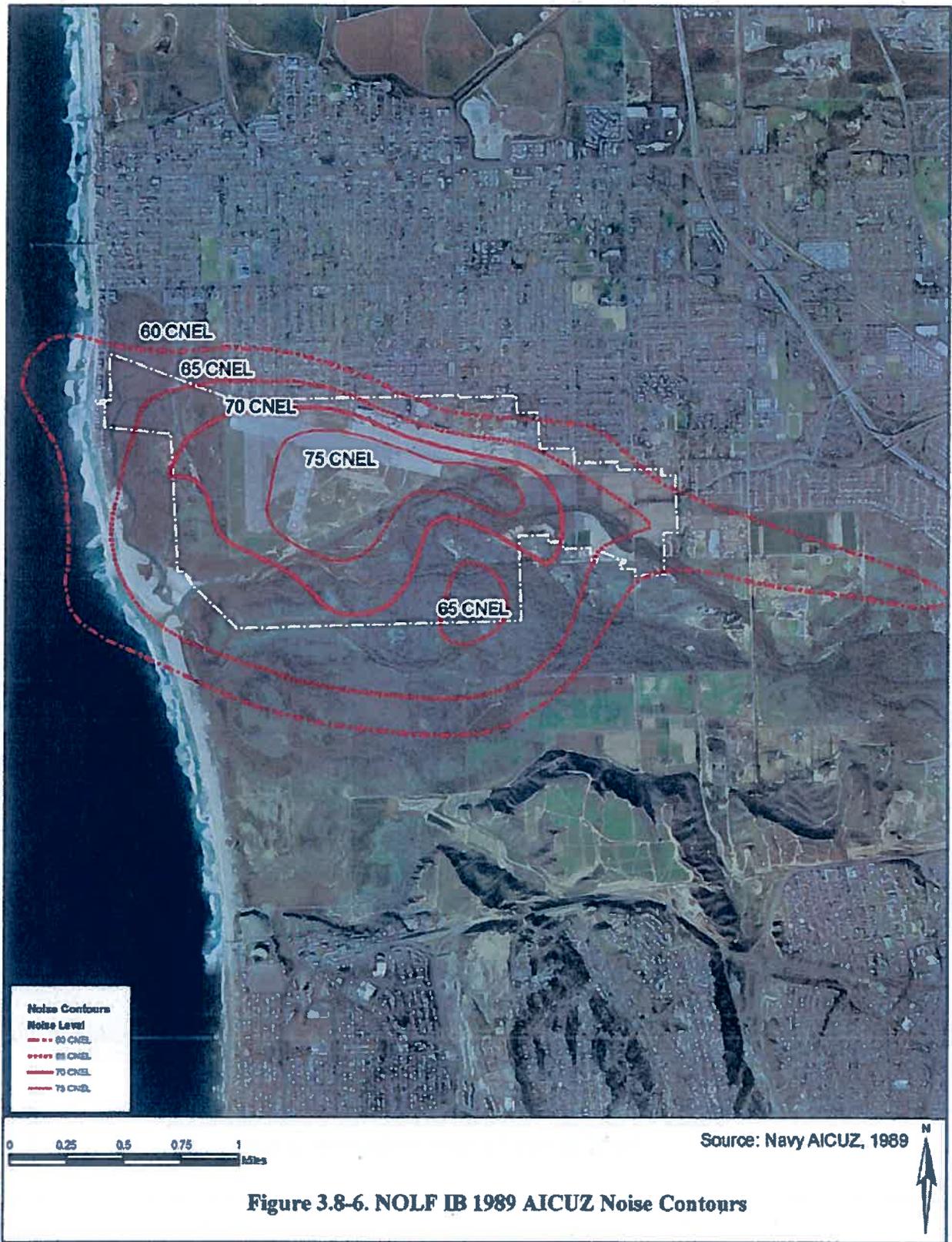
Updated noise studies were performed at NOLF for this EA last year (baseline conditions in blue) and were modeled to project out noise levels to 2020 (yellow contours in Figure 4.2-2). The heavy blue line indicates existing 65 CNEL (Community Noise Equivalent Level) and the heavy yellow line indicates proposed 65 CNEL noise contours. Figure 4.2-2 indicates that the existing and proposed 65 CNEL noise contours are confined to NOLF property and does not intrude into either the Seaside Point subdivision or into the South Seacoast neighborhood. This sharply contrasts with the prior (Figure 3.8-6) 1989 AICUZ (Air Installation Compatible Use Zone) study that showed noise intrusions into these neighborhoods. The Navy anticipates releasing the updated AICUZ study in 2011. Additionally, city staff recommends making the following comments:

1. Request another 30 days to review and assemble/prepare additional comments.
2. This EA should not come before completion and publication of the updated AICUZ.
3. Given cumulative impacts of this proposal with the activities at SSTC (Silver Strand Training Complex), the Navy should consider offering a noise attenuation retrofit program for existing homes located around NOLF and NRRF (Naval Radio Receiving Facility).

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**ENVIRONMENTAL DETERMINATION:** This project is subject to the National Environmental Policy Act (NEPA) and the Navy's NEPA Implementing Regulations. The Navy is circulating the draft Environmental Assessment (EA) for public comment pursuant to these federal requirements.

**COASTAL JURISDICTION:** The project is located in the Appeal Jurisdiction of the California Coastal Commission, as indicated on the Local Coastal Program Post Certification and Appeal Jurisdiction Map. The US Navy will file a negative coastal consistency determination with the Coastal Commission as part of the EA process.

**DEPARTMENT RECOMMENDATION:**

Review and consider the comments offered in the draft letter to the US Navy regarding the EA for the helicopter realignment and transition at NOLF and provide additional comments as appropriate.

**CITY MANAGER'S RECOMMENDATION:**

Approve Department recommendation.



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Gary Brown, City Manager

**Attachments:**

1. Draft Comment Letter
2. March 10, 2011 Open House Brochure
3. Comment form

c: file  
Captain Yancy B. Lindsey, Naval Base Coronado, Box 3577033, San Diego, CA 92135  
[yancy.lindsey@navy.mil](mailto:yancy.lindsey@navy.mil)  
Carl (Bruce) Shaffer, AICP, Community Plans and Liaison, Naval Base Coronado,  
Building 3 (Public Works Office), PO Box 357040, Code N46C, San Diego, CA  
92135-7040 [carl.shaffer@navy.mil](mailto:carl.shaffer@navy.mil)  
Ms. Christine Hillger, 1300 East Lane, Imperial Beach, CA 91932 [cnflan@cox.net](mailto:cnflan@cox.net)

a-5



# ATTACHMENT 1 City of Imperial Beach, California

**OFFICE OF THE MAYOR**

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

March 16, 2001

Naval Facilities Engineering Command Southwest  
 ATTN: Helicopter EA Project Manager Code RUE20.TB  
 2730 McKean Street, Building 291  
 San Diego, CA 92136

Dear Project Manager:

The City of Imperial Beach appreciates the opportunity to review and comment on the *Draft Environmental Assessment (EA) for the Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado (NAB)*. The City offers the following comments regarding this document:

The City has had a long-standing agreement with Naval Base Coronado (NBC) that there would be a curfew on Imperial Beach Naval Outlying Landing Field (NOLF) flight operations from 10 p.m. to 7 a.m. on weeknights and all day on weekends. This curfew was offered to the City by the Navy to enable our Imperial Beach residents to have some semblance of peace at nights and on weekends that at other times during the noisy helicopter operational periods reduce the quality of life in the community. However, this curfew is not mentioned in the NOLF noise abatement discussion on page 3-19 of the EA nor used as a parameter in the project description. Table 3.2-5 indicates 4,978 current night time operations (10 p.m. – 7 a.m.) that appear to be a breach of our curfew agreement. Tables 4.1-4 and 4.2-3 also identify 6,469 proposed annual helicopter operations at NOLF IB during the night that would also be a breach of our curfew agreement the City has with NBC.

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Our City Planner Jim Nakagawa attended the Open House event and did not feel that an adequate response was provided regarding this curfew issue. This breach of flight restrictions during nights and weekends would be a departure from existing conditions that the City believes would be a significant impact requiring the preparation of an Environmental Impact Statement (EIS). One of our residents, Ms. Christine Hillger of 1300 East Lane, has expressed concern that a 30% increase in operations at NOLF translates into increased noise impacts to her neighborhood that were not adequately addressed in the EA and suggests that additional noise metrics be performed at Seaside Point subdivision. The City requests an extension of another 30 days to review and assemble/prepare additional comments on this EA, that the updated AICUZ process be completed before this EA is finalized, and that the Navy should consider offering a noise attenuation retrofit program for existing homes located around NOLF and NRRF (Naval Radio Receiving Facility).

The City appreciates the national security role that the Navy provides for the country. However, the City's quality of life suffers due to the helicopter noise and it suffers fiscally and economically in not being able to fully exploit our beach-oriented resources for our tourist industry. The City has embarked upon an aggressive redevelopment program to enhance this economic base and make overall quality-of-life improvements to the City. The City is apprehensive that increased flight operations in our area (particularly during nights and weekends) might result in impacts that would work against the City's efforts to provide an attractive and quiet environment in which to live and work. The City of Imperial Beach has had a long history of partnering with Naval Base Coronado (NBC) on national security, environmental, community, and economic issues. We request that NBC address our concerns so that this partnership and our quality of life can be enhanced.

Sincerely,

James C. Janney  
Mayor

c: file  
 Captain Yancy B. Lindsey, Naval Base Coronado, Box 3577033, San Diego, CA 92135  
[yancy.lindsey@navy.mil](mailto:yancy.lindsey@navy.mil)  
 Carl (Bruce) Shaffer, AICP, Community Plans and Liaison, Naval Base Coronado, Building 3  
 (Public Works Office), PO Box 357040, Code N46C, San Diego, CA 92135-7040  
[carl.shaffer@navy.mil](mailto:carl.shaffer@navy.mil)  
 Gary Brown, City Manager  
 Greg Wade, Community Development Director  
 Jim Nakagawa, AICP, City Planner  
 Ms. Christine Hillger, 1300 East Lane, Imperial Beach, CA 91932 [cnflan@cox.net](mailto:cnflan@cox.net)

ATTACHMENT 2



# WELCOME



**Helicopter Wings Realignment  
and MH-60R/S Helicopter Transition  
Naval Air Station North Island  
Public Information Meeting**

**Your opportunity to provide comments on the  
Draft Environmental Assessment**



**U.S. Navy Public Open House  
March 10, 2011 4 PM to 7 PM  
Coronado Community Center**

a-8

## ***Public input on the Navy's proposal is important.***

The 30-day public comment period for the Draft Environmental Assessment (EA) began with publication of a Notice of Availability of the Draft EA in the newspaper on February 25 and ends March 28, 2011. The Navy will consider public comments during the preparation of the Final EA and before announcing a finding of impacts later this spring.

### **Copies of the Draft EA are available for public review at the following libraries:**

- Coronado Public Library, 640 Orange Avenue, Coronado, CA
- San Diego County Library, Imperial Beach Branch, 810 Imperial Beach Boulevard, Imperial Beach, CA
- San Diego Central Library, 820 E Street, San Diego, CA

The Draft EA may also be viewed or downloaded on the Navy's website at [www.cnrc.navy.mil/cnrsw](http://www.cnrc.navy.mil/cnrsw).

To ensure your comments are considered in this process, please provide input **on or before March 28, 2011** in one of two ways:

- 1. Fill out a comment form and drop it in the comment box tonight at the public information meeting between 4:00 PM and 7:00 PM.**
- 2. Mail a comment form or letter via U.S. Mail, postmarked by March 28, to the following address:**

Naval Facilities Engineering Command Southwest  
Attn: Helicopter EA Project Manager (Code: RUE20.TB)  
2730 McKean Street, Building 291  
San Diego, CA 92136

a-9



## Welcome to the Navy's Public Open House

The Department of the Navy (Navy) has published a Draft Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), that evaluates the environmental effects of the Navy's proposal to realign helicopter wings and transition to MH-60R/S helicopters at Naval Air Station North Island. North Island is the anchor base of the consolidated installation Naval Base Coronado, California.

### What is the Navy proposing?

The Navy is proposing to add four helicopter squadrons on the west coast: establishing three new squadrons and relocating one squadron from the east coast. The realignment would increase the number of helicopters homebased at North Island by 52, from the current number of 151, to 203 helicopters by 2016. Most helicopter squadrons homebased at North Island would transition to the MH-60R and MH-60S helicopters to gradually replace older model H-60 helicopters. A new organizational maintenance hangar and supporting facilities would be constructed and 800 personnel (738 military and 62 civilian) would be added at North Island to support the additional squadrons.



### Why is the Navy proposing this action?

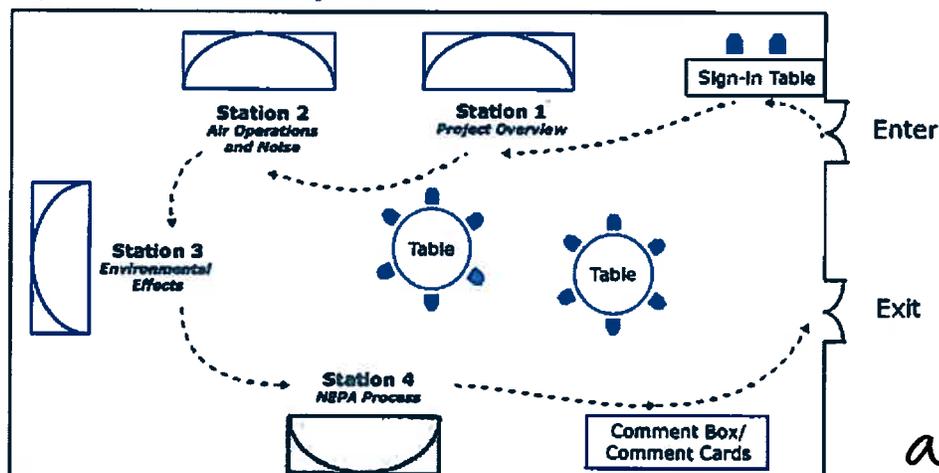
The proposed action is needed to meet the national defense goals and objectives defined in the Fleet Transition Plan, Quadrennial Defense Review and the MH-60R/S Transition Plan, which call for a realignment of the naval force structure in the Pacific.

### What is the purpose of this public open house?

The purpose of this public open house is to inform you about the Navy's proposal, explain the NEPA process and the associated EA analysis, and to receive your comments on the Draft EA. Navy representatives are here to answer your questions about this proposal and the EA process. There are four poster stations that address: the proposed project, air operations and noise, environmental effects, and how you can participate in the NEPA process. An area has been set aside within this meeting room to allow you the opportunity to write and submit your comments.

## Thank you for your participation.

### Open House Room Layout:



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## PROJECT OVERVIEW

### *Why is this project happening at North Island?*

The Navy would bring an additional 52 helicopters to North Island to support the Pacific Fleet and would gradually replace older H-60 helicopters with the more advanced MH-60R Seahawk and MH-60S Nighthawk. This project is part of the Navy's transition from seven different types of rotary wing aircraft to just one type, which will result in both improved efficiency and cost savings in the future.

A number of options were considered for homebasing additional squadrons. Cross-country transit of east coast-based squadrons to the Pacific was considered, but because of adverse impacts to mission readiness, maintenance, operating costs and aircrews, this option was dismissed. Six west coast installations were initially screened as candidate homebases, including Naval Air Station (NAS) Fallon, NAS Whidbey Island, Naval Outlying Landing Field Imperial Beach, Naval Air Facility El Centro, Naval Base Ventura County Point Mugu and North Island.

North Island was determined to be best suited to base these helicopters because it is the Navy's Master Helicopter Base in the west and is the only base fully equipped with support functions, schoolhouses, and training facilities. North Island has the required access to training areas and provides the efficiencies of collocation with other helicopter/fleet units.

## AIR OPERATIONS AND NOISE

### *Will more helicopters increase helicopter flights and noise?*

Helicopter operations (takeoffs or landings) would increase by 30% at North Island and Imperial Beach, where most helicopter training occurs. Changes in noise, however, are expected to be minor. The Navy completed a noise study in 2010 for North Island and Imperial Beach that included this proposed action (Wyle Labs 2010). The study showed that average noise levels at North Island will decrease in the future (2020) because of a decrease in jet aircraft. The majority of noise at North Island comes from jet aircraft, not helicopters. The study showed that average noise levels at Imperial Beach would increase slightly, but the increase would be almost entirely within installation boundaries. The number of flights to and from Imperial Beach would increase with this action, but the noise levels along the transit routes would remain about the same.

## ENVIRONMENTAL EFFECTS

### *What are the findings of the environmental analysis?*

The Draft EA analysis found that the proposed helicopter realignment and transition would not result in significant

adverse impacts to the environment. The Draft EA evaluated the potential environmental effects of the proposed action on air quality, noise, traffic, earth resources, water resources, biological resources, land use, socioeconomics, public services, cultural resources, utilities, and hazardous materials.

**Wildlife and Vegetation:** There would not be direct disturbance to wildlife habitat or vegetation. There may be a small increase in bird/aircraft strike hazard incidents. The Navy conducts ongoing conservation and management programs for wildlife and habitat.

**Federally Protected Species:** Adverse effects are not expected. Scientific studies show that nesting and feeding birds, like those found at North Island and Imperial Beach, acclimate to aircraft noise. The Navy is consulting with U.S. Fish and Wildlife Service and other agencies on this determination.

**Air Quality:** Air emissions from the increase in operations and construction of the hangar would meet regulatory requirements of the San Diego Air Basin and the Clean Air Act.

**Traffic:** New personnel would add a small number of commuters to North Island, representing 2% of total vehicle trips. These trips were previously included in a traffic study that was part of the 2008 CVN Homeporting Supplemental Environmental Impact Statement. The study assessed cumulative traffic impacts from both Navy and non-Navy projects in the near future. The Navy proposed measures to reduce impacts to traffic, some of which have been implemented. The Navy continues to promote its Transportation Improvement Program and participates in a commuter working group with local and regional agencies.

## NEPA AND PUBLIC PARTICIPATION

### *Why has the Navy prepared the EA?*

This EA is a tool to be used by Navy decision makers. It examines and documents the potential impacts to the environment and the local community from the Navy's proposed action. The EA is part of the NEPA process. The essential purpose of NEPA is to ensure that federal agencies consider environmental factors along with other factors in the decision making process for projects. Public input on the EA helps the Navy identify key environmental concerns and arrive at the best possible informed decision. To ensure your comments are considered in this process, please provide input on or before March 28, 2011.

**The Navy practices responsible stewardship to the community and the environment**

Visit the Navy's website at: [www.cnrc.navy.mil/cnrcsw](http://www.cnrc.navy.mil/cnrcsw) to review the EA

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# Helicopter Project Overview



## What is the Navy Proposing?

- Establish 3 new squadrons and relocate 1 from the east coast; this adds 52 helicopters for a total of 203 at North Island
- 800 added personnel
- Construction of 112,000 square foot maintenance hangar



## Why?

- To gradually replace older helicopters with MH-60 in the Pacific fleet
- Keeping with current national defense goals

## When?

- Completed by 2016



## Where?

- Initial screening of 6 west coast installations as candidate homebases
- North Island best meets Navy criteria
  - Navy's only Master Helicopter Base in the west
  - Collocating with other helicopter/fleet units and operational efficiency
  - Support services for helicopters and personnel
  - Access to training areas



Visit the Navy's website at: [www.cnric.navy.mil/cnrsiw](http://www.cnric.navy.mil/cnrsiw) to review the EA

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# Air Operations and Noise



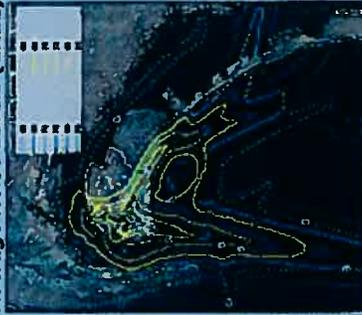
- There would be 30% more helicopter operations at North Island and Imperial Beach
- Changes in noise are expected to be minor

## North Island

### Average Noise Levels Will Decrease

- Average noise includes more than just helicopters:
  - Jet aircraft
  - Engine maintenance/testing
  - Propeller aircraft
- The majority of noise comes from jet aircraft, not helicopters
- Jet operations are decreasing

Average Noise Levels (CNEL)



## Imperial Beach

### Average Noise Levels Increase Slightly

- Average noise is solely from helicopter operations
- The majority of noise comes from helicopter "touch and go" operations within the fence line
- The number of flights to and from Imperial Beach would increase



North Island Aircraft Operations	Baseline	Prospective
	Seven-Year Average 2003-2009	2020
Annual Helicopter Operations	61,149	80,042
Annual Fixed Wing (Jet and Propeller) Operations	31,995	20,283
Total Annual Operations	94,594	100,325

Imperial Beach Aircraft Operations	Baseline	Prospective
	Seven-Year Average 2003-2009	2020
Annual Navy/Marine Corps Helicopter Operations	240,136	312,178
Annual Other DOD and Civilian Helicopter	8,790	11,166
Total Annual Operations	248,726	323,344



# Environmental Effects



## Natural Resources

- **Wildlife and Vegetation**
  - No disturbance of habitat for construction of hangar
  - Small increase in bird/aircraft strike hazard incidents would not significantly impact bird populations
  - No effects on aquatic habitat
- **Air Quality**
  - Meets regulatory requirements of San Diego Air Basin
- **Earth and Water Resources**
  - Best management practices avoid construction impacts to soil and water; no permanent effects



U.S. Navy photo



U.S. Navy photo

## Federally Protected Species

- No expected adverse effects on threatened and endangered species, migratory birds or habitat
- Decision made with US Fish and Wildlife Service
  - Western Snowy Plover
  - California Least Tern
  - Salt Marsh Bird's Beak
  - San Diego Fairy Shrimp
  - Light-footed Clapper Rail
  - Least Bell's Vireo
  - Birds protected under Migratory Bird Treaty Act



U.S. Navy photo

## Active Navy Conservation and Management Measures

- Western Snowy Plover and California Least Tern predator control and monitoring of nesting areas
- Co-manage property with US Fish and Wildlife Service as part of Tijuana Slough National Wildlife Refuge
- Bird/aircraft strike hazard program reduces strikes



U.S. Navy photo

## Community Resources

- **Land Use**
  - Compatible with existing land use
- **Socioeconomics**
  - Added personnel would have minor increase to population and economic effects
- **Traffic**
  - Traffic changes would be minor
  - 2% Increase in commuter traffic into Coronado
- **Cultural Resources**
  - No historic properties affected



U.S. Navy photo

**No significant impacts to the natural or human environment**

Visit the Navy's website at: [www.onic.navy.mil/cnrsv](http://www.onic.navy.mil/cnrsv) to review the EA



# NEPA and Public Participation



## National Environmental Policy Act (NEPA) Process

- Draft Environmental Assessment (EA) examines environmental effects of the Navy's proposal
- Public release of the EA is not required by NEPA, but Navy has voluntarily made it available for public review and comment
- Comments on the EA may be submitted until March 28, 2011
- The Navy will review all comments before announcing findings

*Thank you for your participation*

## Schedule

**Draft EA and**  
February 25, 2011



**Public Information Meeting**  
March 10, 2011



**Ends** March 28, 2011



**Final EA**  
Spring 2011



**Navy Announces Findings**  
Spring 2011

## Please review and comment on the Draft EA

- Visit the Navy's website at [www.cnlic.navy.mil/cnrsw](http://www.cnlic.navy.mil/cnrsw) to review or download the Draft EA and/or comment form electronically.
- Copies of the Draft EA have been distributed to the following libraries for public review:
  - Coronado Public Library, 640 Orange Avenue, Coronado, CA
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- Tonight at the public meeting, fill out a comment form and drop it in the comment box.
- Provide your comments at a later date. Simply mail your comment form to the address below:

Naval Facilities Engineering Command Southwest  
Attn: Helicopter EA Project Manager (Code: RUE20.TB)  
2730 McKean Street, Building 291  
San Diego, CA 92136

**All mailed comments must be postmarked on or before March 28, 2011 to be considered in the Final EA**

**The Navy's goal is to meet our national defense needs while protecting the environment**

Visit the Navy's website at: [www.cnlic.navy.mil/cnrsw](http://www.cnlic.navy.mil/cnrsw) to review the EA

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# Comment Form

## Draft Environmental Assessment for Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado



The U.S. Navy has prepared a Draft Environmental Assessment (EA) for Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado. You may submit comments on the Draft EA during the 30-day comment period from February 25 until March 28, 2011 by:

- ① Filling out this form and dropping it in the comment box at the public open house on March 10, 2011.
- ② Mailing the comment form or a letter via U.S. Mail, postmarked by March 28, to the following address:

Naval Facilities Engineering Command Southwest  
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**Please Note:** *Written comments become part of the administrative record associated with this proposed action. Individual citizens may request that their name and/or home address be withheld from public disclosure, which will be honored to the extent allowable by law. If you wish to have your name and/or home address withheld, you must check the box(es) below. Please note that contact information for individuals or officials representing organizations and businesses may be disclosed.*

- Please withhold my name from public disclosure to the extent allowable by law.
- Please withhold my address from public disclosure to the extent allowable by law.

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Organization/Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: \_\_\_\_\_

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(Use reverse side for additional comments)

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