

**NAVAL AIR STATION (NAS) ALAMEDA RESTORATION ADVISORY BOARD
MEETING SUMMARY**

**Building 1, Suite #140, Community Conference Room
Alameda Point
Alameda, California**

Tuesday, 5 September 2000

ATTENDEES:

See attached list.

MEETING SUMMARY

I. Alameda Base Tour

Steve Edde, Navy BRAC Environmental Liaison, invited any interested members of the RAB to join him on a tour of the Alameda Point Installation Restoration (IR) sites; two vans departed Building 1 at 6:40 p.m.

En route to the first stop, Mr. Edde reminded those accompanying him that Alameda Naval Air Station was identified for base closure in Fall 1993 and subsequently considered a Base Realignment and Closure Act (BRAC) III base, part of the third round of base closures that were voted upon. After phasing down over the next three years, the base officially closed in April 1997.

Kevin Reilly, RAB member, asked if the new fiscal year's federal budget for Superfund cleanups would have more allocations for base cleanups than in the previous year and whether Alameda Point would be receiving a sufficient share of the funding. Mr. Edde replied that money for base cleanups comes from Department of Defense budget, not Superfund. He added that last year's funding had been lean, but that the upcoming fiscal year of 2001, beginning 1 October would, in contrast, be a banner year and that Alameda Point would receive its fair share of funding.

Nick DeBenedittis, RAB applicant, inquired whether all of the cleanup occurring at Alameda Point is funded through the Navy by Superfund money, and Mr. Edde answered that the funding for cleanup is Navy money, not from the Superfund. He added that the estimated cost to complete the remaining cleanup by 2005 is \$150 million, after which the property can be transferred to the City of Alameda.

The initial stop on the tour was near an abandoned taxiway at the northwest corner of the former naval air station. From that vantage point, Mr. Edde first pointed to the extreme northwest end of the island, a fenced area which is IR Site 1, the disposal area that was used from 1943-1956 to bury both municipal waste and industrial waste, including degreasing solvents and radium-faced dials from WWII aircraft. He noted that the fence surrounding the landfill was erected after unexploded ordinance (UXO)-specifically non-inert 20mm rounds-had been found at the disposal area. IR Site 1 is also known as Operable Unit (OU) 3

Turning in the opposite direction, eastward along the estuary/Oakland Inner Harbor, Mr. Edde indicated another fenced area, which is IR Site 14, the Fire Training Area, where firefighters

ignited old fuselages and then practiced extinguishing the flames. He informed the tour members that further eastward along the estuary is IR Site 15, the Former Transformer Storage Area, where in addition to electrical transformers, batteries were stored, resulting in high concentrations of polychlorinated biphenyls (PCBs) and lead. He remarked that even after a soil removal was done at IR Site 15, residual concentrations of lead and PCBs were detected immediately in adjacent locations and hence will require future investigation. IR Sites 14 and 15 are part of OU-1.

Continuing east in reference, Mr. Edde briefly discussed IR Site 20, submerged land that the Navy owns located just off shore in the estuary. He explained it is an IR site because of the waste oils in the 1940s and 1950s that found their way into out falls (storm water drainage systems) emptying into Oakland Inner Harbor.

Lastly at this stop, Mr. Edde asked the tour members to notice two new IR sites-IR Site 28, the Todd Shipyard, and IR Site 29, the Skeet Range; the former was quit-claim deeded back to the Navy about two years ago and has various metal contaminants; the latter is at the western end of the island and has lead shot usually associated with shooting clay pigeons.

Mary Sutter, Community Co-Chair, reminded the tour that OU-3, IR Site 1 is slated to become a golf course. She stated that the City recently received a \$100,000 Superfund grant with which they will be seeking technical assistance for methods to proceed in creating the golf course. She opined that the City would probably be turning to the RAB for some of that assistance. She also commented that some of the dredgings from the Bay might be used to build the golf course.

The second stop on the tour was at a nearby former runway where a nesting preserve for the California Least Tern, an endangered species, has been established between two IR sites. Mr. Edde remarked that the birds migrate from South America to this nesting area and should be arriving again next April. He noted that most of the year this area can only be visited by personnel from the Fish & Wildlife Service, which will receive the property in a transfer from the Navy. He pointed out a short electric fence and numerous scattered oyster shells, both being used as predator control. He stated that the Fish and Wildlife Service has reported a substantial increase in the number of nests, eggs, and fledglings since last year.

Pointing to two new IR sites, Mr. Edde identified IR Site 26, Western Hangar Zone, and IR Site 2, the West Beach Landfill. He stated that the Western Hangar Zone had previously been an area of concern and that petroleum was found there, but that petroleum is not a CERCLA-regulated contaminant. It has been made an IR site due to chlorinated solvents in the groundwater. He also stated that the West Beach Landfill was used from 1956 to the 1970s for municipal and industrial garbage, similar to that of IR Site 1, although no UXO has been found at IR Site 2. He added that the Audubon Society conducts docented tours of the upper berm area of IR Site 2.

Along the way to the third stop, the tour passed by the hangar zone, a group of buildings now containing several businesses-Manex Studios, Gold Coast Enterprises, Delphi Productions, and others. About 7:20 p.m. the tour arrived at IR Site 17, the Seaplane Lagoon. Here, Mr. Edde explained, sediment issues, mostly due to outfalls, date from the late 1930s and continue to the late 1960s. He pointed to behind the hangar area to IR Site 5, and stated that it was once the most heavily industrialized areas on the base, with metals, petroleum hydrocarbons, and radium included among the contaminants.

Mr. Edde also indicated IR Site 10 nearby-Building 400, Missile Rework Operations, which had a shop where dials were painted with radium. He stated that here as in IR Site 5, which once also

had a radium dial shop, radium got into the drains. He pointed out the old Power Plant, Building 10, IR Site 12, as well as indicating an off-shore site, IR Site 24, the Pier 1 and Pier 2 Sediments, where contaminants include polynuclear aromatic hydrocarbons (PAHs), PCBs, petroleum hydrocarbons (PETROs), and metals in the sediments. South of the U.S.S. Hornet, he noted a new site, IR Site 27 where PETROs have been detected in the groundwater.

Mr. Edde pointed to Building 41, the Aircraft Intermediate Maintenance Facility, IR Site 6, which has contamination from cleaning solvents that were once used there. In addition, he briefly mentioned the Navy base's last operational gas station, Building 459, the Navy Exchange Service Station, IR Site 7, as well as indicating Building 114, the Pesticide Storage Area, IR Site 8, which has dioxins and PETROs in the soil and chlorinated solvents (CHL) and PETROs in the groundwater.

En route to the fourth stop on the tour, Mr. Edde explained that in 1934 the Navy bought the property that would eventually become Alameda Naval Air Station and that the new base began its first operations in 1939. He remarked that 95% of the base is fill-in other words that 95% of the property was once below sea level.

While driving along IR Site 27 and past Pier 1 and Pier 2, Mr. Edde pointed out new pavement where some of the 13 miles of fuel lines had been recently removed. He also commented on the contamination in the Seaplane Lagoon, IR Site 17, where contaminants have not been deposited since the early 1970s. He stated that in the 25- to 30-year period since then, two feet of clean sedimentation have accumulated naturally on top of the contamination. He remarked that a scientific debate is currently transpiring as to whether it would be advisable to simply leave the contamination buried beneath the two feet of sediment rather than to attempt to remove it. This process could possibly stir it up and release it in a way that would be difficult to control.

Indicating Pier 1 and Pier 2, IR Site 24, he noted that originally the contamination found was thought to be something thrown overboard from a docked ship, but that now it is believed to be sloughing from creosote pilings, which contain PAHs.

Responding to an earlier question from Bert Morgan, RAB member, Mr. Edde pointed to IR Site 16, the C-2 CANS (shipping container storage) Area, at the south end of which once existed an auto hobby shop, where PCBs and lead were detected as contaminants and a subsequent soil removal action was done. He remarked that the Navy replaced the excavated soil with clean fill, and the Reuse Committee had the new pavement done. He stated that because additional contamination has been found elsewhere on the site that IR Site 16 remains an active site.

Upon arriving at the fourth stop, Mr. Edde informed the tour that they were on the 5% of land that was above sea level before the base was built in 1934 and which once was the west end of Alameda Point. Here he indicated IR Site 3 (the Abandoned Fuel Storage Area) and IR Site 4, Building 360 (the Aircraft Engine Facility)-the latter being another version of the earlier mentioned Building 5 in that several different processing shops for blasting, plating, cleaning, and painting were in close proximity and contributed to considerable contamination from CHL and PETRO. He also pointed out nearby IR Site 9, Building 410 (the Aircraft Stripping Facility), which has similar contamination, and added that paint maintenance for Navy planes is generally more extensive than for Air Force planes because of concerns for corrosion control. He also indicated IR Site 11, Building 14 (Engine Test Cell).

Mr. Edde commented that the land the tour group was standing on, IR Site 13, was not a Navy function but instead was the old Pacific Coast Oil Works, a late-19th-century oil refinery. He added that a borax plant also once existed on the site.

Pointing to an open-sided, sheet-metal-roofed building, Mr. Edde noted IR Site 19 (Yard D-3, Hazardous Waste Storage), where, during the 1980s, hazardous waste was stored in barrels for 90-day periods before being shipped to disposal facilities. He also indicated the following sites nearby: IR Site 21 (Buildings 162 and 14, Ship Fitting and Engine Repair); IR Site 22 (Building 547, Former Service Station); and IR Site 23 (Building 530, Missile Rework Operations, constructed in 1972). Mary Rose Cassa, DTSC, noted the 14-inch cover of a monitoring well.

The tour group drove by IR Site 15 (Buildings 301 and 389, the Former Transformer Storage Area) and Coast Guard Housing to reach the fifth and final stop on the tour, IR Site 25, Estuary Park and Coast Guard Housing. Mr. Edde explained that PAHs have been found in Estuary Park in heavy concentrations seven feet below ground and that a fence has been erected to keep people from using the park and potentially being exposed to the PAHs.

He remarked that the IR site has also been expanded to include the older section-North Village-of Coast Guard housing across the street from the park. He stated that no digging in the soil here is allowed without first obtaining permits from the Navy. He also commented that understandably the Coast Guard families living in the housing area want the Navy to complete the cleanup of the park as soon as possible so that children can play there again. He stated that the Navy is planning to remove soil to a depth of four feet and replace it with clean compacted fill in Clown Park to allow the Coast Guard's contractor to install playground structures.

II. Approval of Minutes

Mary Sutter, Community Co-Chair, recommenced the meeting at 8:05 p.m. and asked for comments to the August 2000 minutes. She stated that in the second sentence of the second paragraph on page 1 "as being lost" should be corrected to "has resigned"; and that in clause "3)" of the same paragraph "a DTSC Draft" should be corrected to "comments by the DTSC on Draft." Diane Behm, RAB member, stated that in the third sentence of the third full paragraph on page 5 "Artview" should be corrected to "ArcView." Ms. Sutter asked for any additional comments to the minutes. None were voiced. She moved to accept the minutes, and no objections were made.

III. Co-Chair Announcements

Ms. Sutter announced that Ken O'Donoghue, RAB member, and James Leach, RAB member, both have excused absences. She passed around several documents:

1) a letter drafted by Mr. O'Donoghue and sent by Ms. Sutter 28 August 2000 to Sandra Isaacs, Chief of Federal Facilities Assessment Branch of the Agency for Toxic Substances and Disease Registry (ATSDR), Division of Health Assessment and Consultation in Atlanta, Georgia, in which was conveyed various concerns the RAB has regarding the ATSDR's lack of follow-up attention to the community; Ms. Sutter requested that the letter be included in the monthly packet;

2) a 14 August 2000 memo to Mary Rose Cassa from James Polisini, Human Ecological Risk

Division, Department of Toxic Substances Control (DTSC), regarding Remediation Investigation Risk Assessment;

3) a 21 August 2000 letter from Ms. Cassa to Rick Weissenborn, Navy RPM, containing her comments regarding the Remedial Investigation Risk Assessment Methodology for Installation Restoration Site 2, Alameda Point; and

4) a 14 August 2000 Response to Agency Comments Draft Storm Sewer Study Report of September 1999 prepared by Tetra Tech EMI (TtEMI) for the U.S. Navy.

Ms. Sutter called attention to, but did not pass around, a 14 August 2000 Preliminary Assessment / Site Inspection Action Level Decision Document for the Fleet and Industrial Supply Center (FISC) Oakland / Alameda Annex, which she invited anyone interested to view.

She also informed the RAB that Mike McClelland, Navy BRAC Environmental Coordinator, had sent her a copy of the ArcView database, that she had installed it on her computer at home, and that anyone who wanted to use the program need only make an appointment with her.

Ms. Sutter remarked that Elizabeth Johnson, City of Alameda, had sent her the work plan for the Superfund Redevelopment Initiative Pilot Program, part of which concerns a \$100,000 grant the City of Alameda has received to study the Sea Plane Lagoon and the Golf Course. She noted that a time for public comment would be included in the process. She stated that she hoped that some of RAB members would become involved and form a short-term focus group to maintain a connection between the City and the RAB during the life of the program. She asked if anyone had further ideas on the matter. Ms. Johnson suggested that perhaps the OU-3 work group could take on the project. Ms. Sutter concurred and subsequently asked for enlistees. Mr. Morgan and Mr. Reilly stated that they would be interested in joining the OU-3 work group to pursue the project.

Mr. McClelland announced that he and Ms. Johnson were working with the City to make a location available for RAB members to use the GIS system. Ms. Johnson opined that she might have something arranged by the time the RAB's October mailing is sent out.

Mr. McClelland commented that the Navy is still working on the Remedial Action Plan / Record of Decision (RAP/ ROD) for the Marsh Crust and that signing is planned by 15 September 2000.

IV. New RAB Member Elections

Lyn Stirewalt, RAB member, introduced John Roullier, RAB applicant, who informed the RAB that he lives in Coast Guard housing at Alameda Point. Ms. Stirewalt then introduced Nick DeBenedittus, RAB applicant, who informed the RAB that he had recently moved to Alameda from New York. Mr. DeBenedittus stated that he is extremely interested in what happens to his new hometown during the Superfund cleanup, and for that reason would like to be part of RAB activities.

Jo-Lynne Lee, RAB member, moved that the RAB proceed with voting in the applicants, including Bill Mitchell, and Ardella Dailey seconded the motion. Ms. Sutter asked for a show of hands, and the vote was unanimous.

Ms. Sutter asked for any further questions or comments. None were voiced, and she adjourned the meeting at 8:20 p.m.

ATTACHMENT – ATTENDANCE LIST

**05 SEPTEMBER 2000 RESTORATION ADVISORY
BOARD (RAB) MEETING SUMMARY**

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AVAILABLE.**

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QUESTIONS MAY BE DIRECTED TO:

**DIANE C. SILVA
RECORDS MANAGEMENT SPECIALIST
NAVAL FACILITIES ENGINEERING COMMAND
SOUTHWEST
1220 PACIFIC HIGHWAY
SAN DIEGO, CA 92132**

TELEPHONE: (619) 532-3676



TRANSMITTAL/DELIVERABLE RECEIPT

Contract No. N68711-00-D-0005

Document Control No. TC . A021 . 10074

TO: Mr. Ron Fuller, Code 02R1.RF
Contracting Officer
Naval Facilities Engineering Command
Southwest Division
1230 Columbia Street, Suite 1100
San Diego, CA 92101-8517

DATE: 04/03/03
DO: 021
LOCATION: Alameda Point, Alameda, California

FROM: [Signature]
Michael Wanta, Contract Manager

DOCUMENT TITLE AND DATE:

Restoration Advisory Board Meeting Summaries for 2002, April 2, 2003

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