

PROJECT NOTE NO. PN-0226-10 CLE-C01-01F226-I2-0008	PROJECT NO. 01-F226-NS
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CONFIRMATION OF:	CONFERENCE X TELECOM OTHER	DATE HELD 11 December 1992 DATE ISSUED 17 December 1992 RECORDED BY Peter Torrey/CH2M HILL PLACE Port of Long Beach, California	
SUBJECT	Ports Technical Exchange Meeting Contract Task Order (CTO) 226 Site Management Plan (SMP) Naval Complex (NC) Long Beach	Naval Complex Long Beach Document Number: <u>01192122.001</u> AR File: <u>\$ 01192122.002</u>	

**PARTICIPANTS: (\* DENOTES PART-TIME ATTENDANCE)**

Andrea Muckerman/Code 1823.AM Bryant Wong/CH2M HILL Peter Torrey/CH2M HILL Kathy Brewer/CH2M HILL Lt. Cdr. John Snyder/NAVSTA LB	Robert Kanter/POLB David Liu/Tetra Tech Betsy Mitchell/POLA Chris Foley/POLA
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	<p>A meeting was held between representatives of SOUTHWESTDIV, Naval Station (NAVSTA) Long Beach, the Port of Long Beach (POLB), the Port of Los Angeles (POLA), and the Jacobs Engineering Group (Jacobs) Team to exchange information on environmental remediation projects being conducted near the Naval Complex (NC) Long Beach. This project note summarizes the salient points of the discussions. The meeting began at about 1015 hours and ended at 1230 hours.</p> <p>A. Muckerman/SOUTHWESTDIV reviewed the status of the Installation Restoration Program (IRP) activities at NC Long Beach and distributed a description of the waste disposal sites. Draft Work Plans for the Remedial Investigation/Feasibility Study (RI/FS) are currently being developed and are scheduled to be completed by 30 April 1993. Final RI/FS Work Plans for NC Long Beach are due 1 October 1993. An SMP, intended as a master schedule and planning document for future IRP activities, also is being prepared. The SMP will be used to negotiate a new Resource Conservation and Recovery Act (RCRA) permit for NC Long Beach. The Draft SMP is currently scheduled to be completed by 17 February 1993. A meeting of the Technical Review Committee is tentatively scheduled for late March or early April 1993. Because the Draft Work Plans are being developed by "partnering" with regulators, the revisions to the Draft Work Plans are expected to be minimal, and contracting for the implementation of the RI/FS Work Plans will begin with the submittal of the Draft Work Plans.</p> <p>R. Kanter/POLB asked what the Navy's overall approach to hazardous waste remediation is. A. Muckerman responded that, in general, the Navy seeks expedient, cost-effective, and defensible remedies.</p> <p>A. Muckerman expressed the desire of the Navy to communicate and exchange information with the ports so that cleanup at the NC Long Beach will proceed</p>



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efficiently. Representatives of the ports were asked to describe the remedial actions and cleanup levels for projects with which they are involved at the harbor area.

Port of Long Beach

R. Kanter/POLB stated that POLB looks for technically sound methods to expedite remedial projects. They take a proactive approach in proposing reasonable cleanup levels to regulatory agencies. The following projects were reviewed:

- o Proctor and Gamble - This property is located north of the Cerritos Channel and is currently owned by the POLB. Earlier, Proctor and Gamble owned this property for 30 years. The area is used for a container facility, but previously it contained sumps, underground storage tanks (USTs), and above-ground storage tanks. Two contaminated sites were identified in a Site Assessment and some surface soils were removed. At the first site, subsurface soil and groundwater are contaminated with caustic soda from a leaking UST and have a high pH. Based on the use of the land as a container facility, the pH is not considered a problem if it can be demonstrated that the caustic soda contamination is not migrating. The site was capped and graded to minimize rainwater infiltration. The POLB also demonstrated that the underlying fill has sufficient buffering capacity to neutralize the high pH. Three wells were installed around the site to monitor the contaminant plume. If after 5 years of monitoring the groundwater, it can be shown to the Regional Water Quality Control Board (RWQCB) - Los Angeles Region (the lead agency) that no migration is occurring, then the requirement for further monitoring may be rescinded.

The second site on the Proctor and Gamble property was a settling pond that contained zinc sulfate waste. A clay cap and vapor barrier was installed and the area was graded to minimize rainwater infiltration. Like the caustic soda site, three wells are being monitored for contaminant migration. At both of the sites, onsite treatment was not considered because the primary objective was to get the land into productive use as soon as possible. This approach was a calculated risk because, if monitoring shows continued migration, the contamination may have to be excavated. The estimate cost of removing the contaminated soil several years ago was \$4 million. The remedial decision was documented only through correspondence. The investigation (a Site Assessment) and construction of the container facility was completed in approximately five years.

- o Union Pacific Resource Company (UPRC) - This property, located both on Terminal Island and on the north side of the Cerritos Channel, was used for oil development and as an unregulated landfill. The TCL State Superfund site, located on the portion of the site north of the Cerritos Channel, is approximately 110 acres in size. The POLB is in the process of purchasing the UPRC property. This property will be remediated in segments with the TCL site being expedited. The TCL site contains both oil field waste and landfilled materials. Only the contaminants from the landfill will be addressed because crude oil is not regulated by the federal or state governments as a hazardous substance (drilling muds are not being addressed as a potential source of contaminants). Currently,

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the RI is being implemented. Groundwater at the site will be subjected to a Solid Waste Assessment Test (SWAT). UPRC is paying a fee to the California Department of Toxic Substances Control (DTSC) to have regulatory staff dedicated to work on this project.

- o UPRC Parcel 1 - This property is located on the middle of north Terminal Island adjacent to Dow Chemical. Oil field development wastes (e.g., oil and drilling muds) and other non-oil-field-related wastes were disposed of in sumps at the site. The POLB has purchased the property and has retained Tetra Tech to conduct a combined Preliminary Endangerment Assessment (PEA) and risk assessment. Approval has been received for the risk assessment approach. Some solvents, but no volatile organic compounds (VOCs), have been detected in groundwater and soil samples. Groundwater elevation data indicates a gradient to the south-southeast. In a separate investigation, Harding-Lawson Associates confirmed the groundwater flow direction.
- o Pasha Car Importers - This property is located east of the TCL site and has most recently been used by Toyota. Solvents used to remove Cosmoline, benzene, toluene, ethylbenzene, and xylene from a fueling station have been found. The remedial actions will include pumping and treating groundwater to remove kerosene, excavation of some soil, and soil vapor extraction to remove additional VOCs. The POLB was able to avoid conducting unwarranted remediation by proving that what was suspected as diesel contamination was actually crude oil.

Port of Los Angeles

C. Foley and B. Mitchell summarized the remedial projects in which POLA is involved:

- o Reeves Field - The POLA owns this property, which was used by the Navy during World War II. There are many substructures (included USTs and underground vaults) due to the military's past operations. Tanks used at fueling stations situated along the southeast side have been removed. Soil and groundwater samples have been collected, but data has not been received yet.
- o Koppers Site - This site was a former wood-treating facility. The California Department of Toxic Substances Control (DTSC) was the lead agency and the site was capped with asphalt.
- o NYK- This site is located north of Site 6 at Berths 212-215 on property used by NYK. PCBs, heavy metals, and total petroleum hydrocarbons (>10,000 mg/kg) have been detected. Areas with metal contamination were stabilized onsite while soils with greater than 50 parts per million of polychlorinated biphenyls (PCBs) were excavated and hauled away.
- o Chevron - This facility is located just north of the Vincent Thomas Bridge in San Pedro. A few months ago the RWQCB decided that soil contaminated with selected polynuclear aromatic hydrocarbons (PAHs) to a concentration greater than 1 part per million will be remediated using thermal destruction. The cleanup level was determined using a combination of the Marshack document and the Enclosed Bays and Estuaries Plan.

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- o Intermodal Container Transfer Facility (ICTF) - An ICTF is being constructed north of Site 6. Soil samples collected along Henry Ford Avenue and south of the railroad tracks detected lead at levels ten times the soluble threshold limit concentrations (STLCs). Resampling showed levels of lead only slightly above the STLC. A variance from declaring the soil hazardous was requested and is being negotiated with the DTSC Sacramento branch. DTSC/Sacramento wants the POLB to conduct tests for fish toxicity and toxicity characteristic leaching procedure (TCLP) as a part of the variance determination.
- o UPRC - In an area northeast of Site 6, UPRC land-farmed drilling muds and tank bottoms under an RCRA permit in the early 1970s. POLA would like to acquire 50 feet of this property for railroad use.
- o Site 6B - POLA found 12 underground rectangular concrete vaults on this property. These vaults, installed by the Navy, were emptied, filled with soil, and capped with asphalt before the current container facility was constructed.

Discussion Issues

- o R. Kanter stated that POLB is considering the industrial use scenario only for the risk assessment and recommended that the Navy do the same.
- o R. Kanter/POLB and B. Mitchell/POLA offered to provide copies of reports on the site remediation projects mentioned above.
- o Representatives of both ports were invited to the next RI/FS Work Plan meeting on 17 December 1992 at CH2M HILL's Santa Ana office.
- o K. Brewer/CH2M HILL will send a memo on the risk assessment to POLB and POLA via facsimile transmission on 14 December 1992.
- o NAVSTA Long Beach, as part of the Pilot Expedited Environmental Cleanup Program (PEECP), is periodically reviewed regarding base closure progress and reports are submitted to Congress. However, there are no funds associated with PEECP.
- o For groundwater in connection with ocean water, background samples can be taken from the outer harbor.
- o Gina Maria Gillette is the DTSC contact for base closure issues. She has not been involved yet, but she can help facilitate base closure concerns.

R. Kanter  
B. Mitchell  
P. Torrey

K. Brewer



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- o Kristi Chiu/DTSC has been the lead contact for many of the POLB remediation projects.

**Nonattendee Distribution**

R. Green - Code 0232.RG  
M. Nuzum - Code 1813.MN  
P. Husted - Code 0232.PH  
A. Vela - JEG/Pas  
K. Tomeo - CH2M HILL

File - CTO Notebook/PMO  
File - PMO  
File - CH2M HILL  
R. Udabe - JEG/Pas  
G. Guha - JEG/Pas