

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

Region 4
245 West Broadway, Suite 350
Long Beach, CA 90802-4444
(310) 590-4868



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NAVSTA LONG BEACH
SSIC #5090.3

January 4, 1994

Captain Barry Janov
Commander Long Beach Naval Shipyard
300 Skipjack Road
Long Beach, California 90822-5099

Captain John Jones
Commander Long Beach Naval Station
Long Beach Naval Station
Long Beach, California 90822-5000

Dear Captains Janov and Jones:

**CALIFORNIA ENVIRONMENTAL QUALITY ACT IMPLICATIONS, SITE 6A:
LONG BEACH NAVAL COMPLEX**

The Department of Toxic Substances Control has evaluated the interim and permanent uses proposed for Site 6A of the Long Beach Naval Complex (LBNC) Installation Restoration Program (IRP) as they relate to the California Environmental Quality Act (CEQA). Under CEQA, the Department, as lead agency, is required to conduct an environmental impact analysis; prepare an appropriate environmental impact document; and, notify the public of all projects which require the Department's decision on a discretionary project. A discretionary project is a project which requires the exercise of judgement or deliberation when the public agency decides to approve or disapprove a particular activity, as distinguished from situations where the public agency merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

The proposed immediate future uses of Site 6A involve two proposals from the Port of Los Angeles (POLA). These proposals include: an interim detour roadway involving the longitudinal diversion of Seaside Avenue across the site; and, a permanent railroad right of way and grade separation to be constructed transversely across a portion of the site. The construction of the railroad within the proposed right of way and corresponding grade separation provide a key element of POLA's development of, and access to, their Pier 300 dry bulk and container terminals. The interim detour of Seaside Avenue across the site is scheduled to last for twenty four months while construction of the railroad and grade separation is occurring.

It is our understanding that the interim detour roadway would be constructed without any disturbance to the currently existing soil composition or characteristics of hazardous constituents located at the site. During the operation of this detour roadway, no impact to the characteristics of the site is anticipated. On the basis that the construction and temporary usage of the interim roadway does not alter the existing baseline conditions at Site 6A, the project does not necessitate a discretionary decision by the Department. It should be noted, however, that other public agencies (e.g. California Department of Transportation) may have separate approval authority over the project.



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The Department's position involving the permanent railroad right of way is more complex. The area proposed for the location of the railroad right of way is extensively contaminated with a variety of hazardous constituents. As a result, an interim remedial measure involving the excavation and treatment or some other alternative (e.g. capping) may have to be initiated prior to the construction on the railroad right of way. Any action taken involving the remediation or permanent placement of hazardous constituents at a RCRA Corrective Action site would necessitate a discretionary decision by the Department. Therefore, any interim remedial measures planned for Site 6A are subject to the provisions of CEQA. As such, the Department, as lead agency, will conduct an initial study to determine if any significant environmental impacts are likely to result from the project. Following this action, the Department will initiate the completion of the appropriate vehicle for compliance with CEQA and prepare a public notice.

The Department plans to complete the initial study, pending the outcome of the Remedial Site Evaluation (RSE) analytical results, prior to January 31, 1994. The RSE involves an extensive investigation to evaluate the characteristics and associated risks of hazardous constituents existing at the site and an evaluation of remedial alternatives to mitigate risks posed by the site. The field work for the RSE commenced in October 1993. A preliminary conceptual model should be available by the middle of December 1993. Following our review of the analytical results and the conceptual model, we will commence drafting the necessary environmental document.

If you have any questions, please contact me or Mr. Alvaro Gutierrez of my staff at (310) 590-5565.

Sincerely,



Albert Arellano Jr., P.E., Chief
Region 4 Base Closure Unit
Base Closure Branch

cc: Mr. Mohinder S. Sandhu, P.E., Chief (R4-7)
Facility Permitting Branch
Department of Toxic Substances Control
Region 4
245 West Broadway, Suite 425
Long Beach, California 90802

Mr. Craig O'Rourke (R4-7)
Facility Permitting Branch
Department of Toxic Substances Control
Region 4
245 West Broadway, Suite 350
Long Beach, California 90802

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Mr. John Christopher (HQ-24)
Office of Scientific Affairs
Department of Toxic Substances Control
400 "P" Street, 4th Floor
P.O. Box 806
Sacramento, California 95612-0806

Mr. Allen Winans (HQ-24)
Program Coordination and Policy Development Branch
Department of Toxic Substances Control
400 "P" Street, 4th Floor
P.O. Box 806
Sacramento, California 95812-0806

Mr. Alvaro Gutierrez (R4-4)
Waste Management Engineer
Base Closure Branch
Department of Toxic Substances Control
Region 4
245 West Broadway, Suite 350
Long Beach, California 90802

Mr. J. E. Ross
California Regional Water Quality Control Board
Los Angeles Region
101 Centre Plaza Drive
Monterey Park, California 91754-2156

Captain Kleven
Code 400
Long Beach Naval Shipyard
Long Beach, California 90822-5099

Mr. Duane Rollefson
Naval Station Long Beach
Environmental Division
Code N46, Bldg. 1, Room 271
Long Beach, California 90822-5000

Ms. Anna Ulaszewski
Environmental Protection Division, Code 106.31
Long Beach Naval Shipyard
Long Beach, California 90822-5099

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Mr. Allen Lee
Remedial Project Manager
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5181

Ms. Denise M. Klimas
Coastal Resource Coordinator
NOAA
c/o U.S. EPA, Region IX
75 Hawthorne Street
San Francisco, California 94105

Dr. Robert Kanter, Manager
Environmental Planning
Port of Long Beach
P.O. Box 570
Long Beach, California 90801

Mr. Lester Kaufman, Chief
Permits Section
Hazardous Waste Management Division (H-3)
U.S. EPA, Region IX
75 Hawthorne Street
San Francisco, California 94105

Ms. Betsy Foley
Environmental Scientist
Port of Los Angeles
P.O. Box 151
San Pedro, California 90733-0151

Ms. Maria Gillette (R4-3)
Community Re-use Specialist
Department of Toxic Substances Control
245 West Broadway, Suite 350
Long Beach, California 90802

Ms. Claire Best (R4-3)
Public Participation Specialist
Department of Toxic Substances Control
245 West Broadway, Suite 425
Long Beach, CA 90802